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APPENDIX A

SCOPING SUMMARY REPORT

Calnev Pipeline Expansion Project
Environmental Impact Statement/
Environmental Impact Report
Scoping Summary

September 9, 2008

United States Bureau of Land Management

County of San Bernardino

Calnev Pipeline Expansion Project
EIS/EIR

Scoping Report

Prepared for

Bureau of Land Management
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September 9, 2008

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COMMON ABBREVIATIONS AND ACRONYMS USED IN THIS REPORT

BLM	Bureau of Land Management
CDCA	California Desert Conservation Area
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CGA	Common Ground Alliance
DoD	Department of Defense
EIR	Environmental Impact Report (Draft EIR) (under CEQA)
EIS	Environmental Impact Statement (Draft EIS) (under NEPA)
FERC	Federal Energy Regulatory Commission
GHG	Greenhouse Gases
GMC	Growth Management Chapter
HP	Horsepower
MUMA	Multiple Use Management Area
NPDES	National Pollutant Discharge Elimination System
NEPA	National Environmental Policy Act
NGO	Nongovernmental Organizations
NOI/NOP	Notice of Intent/Notice of Preparation
NPS	National Parks Service
OHV	Off-Highway Vehicle
RNA	Research Natural Area
ROW	Right-of-Way
RPP	Reduced Pressure Principle
RTP	Regional Transportation Plan
RV	Route Variation
SCAG	South Coast Association of Governments
SCAQMD	South Coast Air Quality Management District
SHPO	State Historic Preservation Office

SNWA	Southern Nevada Water Authority
UMA	Un-Managed Area
USDA	United States Department of Agriculture
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service

1 INTRODUCTION

The U.S. Bureau of Land Management (BLM), and the County of San Bernardino (County) have completed the scoping phase of the Calnev Pipeline Expansion Project to determine the issues and alternatives that will be analyzed in the joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR). Scoping is an early phase of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA) application review processes and is used to focus the environmental analysis and incorporate issues identified by the public into the analysis. This report summarizes the activities conducted during the scoping process, includes comments received during the scoping period, and indicates how the BLM and the County will address specific comments in the environmental document. The Calnev Pipeline Expansion Project (the Project) will use the comments received during the scoping period to:

Identify key issues to focus the analysis;

Identify reasonable alternatives for analysis;

Present environmental impacts of the proposed project and alternatives;

Identify ways to avoid or reduce environmental impacts;

Inform the agency decision-making process; and

Encourage public participation

1.1 Project Description

Calnev Pipe Line, LLC (Calnev), operating partnership for Kinder Morgan Energy Partners, L.P. (KMEP) proposes to replace and expand its existing refined petroleum products pipeline on the existing Calnev system between the existing North Colton Terminal in the City of Colton, California to Bracken Junction, located approximately 1.5 miles west of McCarran International Airport (McCarran) in the City of Las Vegas, Nevada. The Project would involve the construction, operation and maintenance of 233 miles of new 16-inch diameter pipeline from Colton to Las Vegas. In addition to the pipe itself, the Project would include an electrical substation and other ancillary facilities to increase pumping at the Colton Terminal; a new pump station, electrical substation and ancillary facilities near Baker California; a new 3-mile lateral to McCarran, as well as new or modified connections to existing laterals, new valves and other ancillary modifications. The main components of the Project are shown on Figure 1 (Overview of the Pipeline System).

1.2 NEPA & CEQA Requirements

Scoping is the formal coordination and consultation process required under NEPA and CEQA regulations to ensure that interested parties are allowed a forum to provide input on the issues to be analyzed by the in the environmental document. This process ensures that significant issues, alternatives, and impacts are addressed in environmental documents, and determines the degree to which these issues and impacts will be analyzed. Scoping is required by the Council on Environmental Quality (CEQ) 1979 regulations (40 CFR 1501.7) and under CEQA for projects of "statewide, regional or area-wide significance" per §21083.

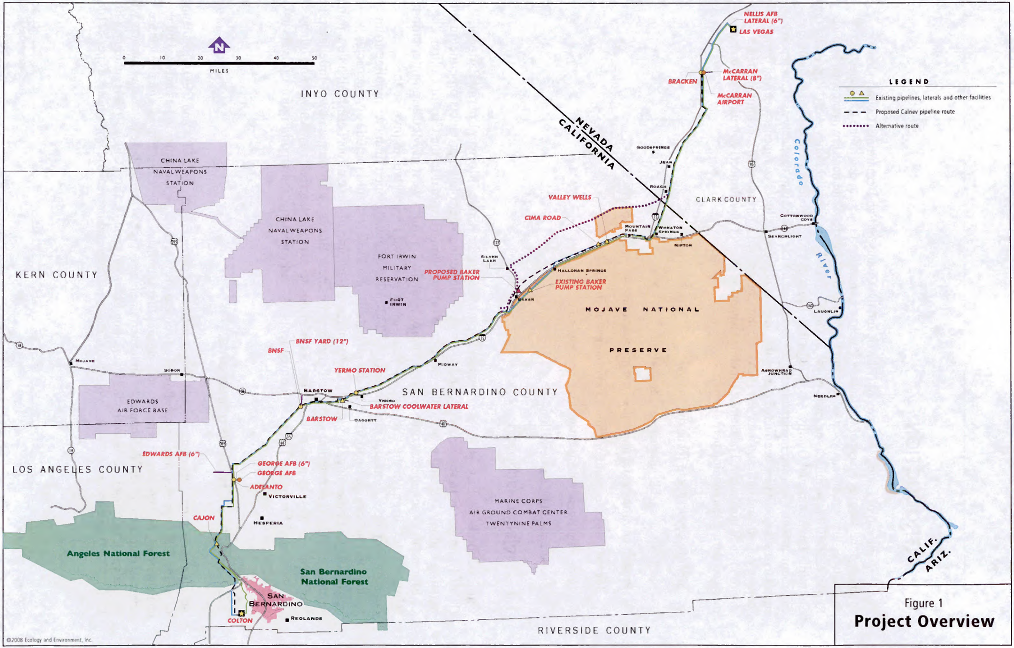
N
0 10 20 30 40 50
MILES
LEGEND
Existing pipelines, laterals and other facilities
Proposed Calnev pipeline route
Alternative route
INYO COUNTY
KERN COUNTY
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
RIVERSIDE COUNTY
CLARK COUNTY
NEVADA
CALIFORNIA
CALIF.
ARIZ.
CHINA LAKE NAVAL WEAPONS STATION
CHINA LAKE NAVAL WEAPONS STATION
FORT IRWIN MILITARY RESERVATION
FORT IRWIN
EDWARDS AIR FORCE BASE
MARINE CORPS AIR GROUND COMBAT CENTER TWENTYNINE PALMS
MOJAVE NATIONAL PRESERVE
Angeles National Forest
San Bernardino National Forest
Colorado River
NELLIS AFB LATERAL (6")
LAS VEGAS
McCARRAN LATERAL (8")
BRACKEN
McCARRAN AIRPORT
GOODSPRINGS
JEAN
ROACH
VALLEY WELLS
CIMA ROAD
MOUNTAIN PASS
WHEATON SPRINGS
NIPTON
COTTONWOOD COVE
SEARCHLIGHT
LAUGHLIN
SILVER LAKE
PROPOSED BAKER PUMP STATION
HALLORAN SPRINGS
EXISTING BAKER PUMP STATION
BAKER
MIDWAY
BNSF YARD (12")
BNSF
YERMO STATION
BARSTOW
YERMO
BARSTOW COOLWATER LATERAL
BARSTOW
DAGGETT
ARROWHEAD JUNCTION
NEEDLES
MOJAVE
BORON
EDWARDS AFB (6")
GEORGE AFB (6")
GEORGE AFB
ADELANTO
VICTORVILLE
HESPERIA
CAJON
SAN BERNARDINO
COLTON
REDLANDS
15
95
93
127
164
163
395
58
14
40
66

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Figure 1

Project Overview

Public involvement early in the scoping process is the first step in providing a solid foundation for all project activities.

The following interested parties participate in scoping:

Federal agencies,

State agencies,

Regional agencies,

County agencies,

City agencies,

Affected tribes,

Affected communities,

Businesses,

Interested groups,

Interested individuals and groups, and

The public

To ensure that input from the parties listed above is in included in the environmental document, the lead agencies hold scoping meetings early in the NEPA/CEQA process. Although scoping usually only extends for a few months, it is not the only time in which interested parties can comment on the environmental document. A similar process will begin as soon as the draft environmental document is released. This public comment period on the draft environmental documents ensures that comments received during the scoping process are accurately addressed in the environmental document.

2 SCOPING PERIOD AND MEETINGS

The scoping period for the Project began on March 13, 2008, with publication of the Notice of Intent (NOI) in the *Federal Register*. The NOI announced the beginning of the scoping period under NEPA, and identified planning criteria that would be used in a California Desert Conservation Area (CDCA) Plan amendment, should an agency-preferred action depart from an approved Utility Corridor. The Notice of Preparation (NOP) was provided to the California State Clearinghouse for release on March 17, 2008. The NOP was mailed to 1,590 residents and Nongovernmental Organizations (NGO) to inform the public of the project, and to provide notice for the public scoping meetings (Appendix J). The BLM and the County held five public scoping meetings along the proposed route. These meetings were held in:

Rialto, CA (April 1st and 30th , 2008; June 18, 2008)

Victorville, CA (April 2, 2008)

Las Vegas, NV (April 3, 2008)

An open house was held for half an hour prior to each meeting so that participants could review displays, maps, and literature, as well as meet members of the EIS/EIR project team, agency staff, and Calnev personnel. To encourage public comment, repositories were provided to receive written comments.

Several informational sheets provided by Calnev and extra copies of the NOI/NOP were made available to the public at each venue.

The scoping meeting began with presentations by the BLM and the County of San Bernardino describing their roles as lead agencies under the NEPA/CEQA processes. Then Calnev, accompanied by their consultant, URS, provided an overview of the technical aspects of the project. This included a detailed presentation of the current route accompanied by a justification for the purpose and need of the Project. Lastly, the environmental consulting firm preparing the EIS/EIR described their role as third-party consultant, described opportunities for public involvement, and provided an overview of the environmental issues already identified to be addressed.

Each meeting concluded with a public comment period where the agencies invited the public to make verbal comments on the Project. A court reporter recorded the five public scoping meetings and prepared transcripts of presentations and public comments, and a list of persons commenting. These transcripts are available as appendices to this report (Appendices A through E). In addition to having the opportunity to provide oral comments on the project, participants were also given the opportunity at the meetings to provide written comments, or to take a comment form to fill out and mail in at a later date. An example of these comment forms, as well as all other materials available to the public during the meetings, accompany this report (Appendix F). Attendees of the meetings were encouraged to take additional comment forms with them to distribute. To encourage people to comment on the project, the lead agencies provided their email addresses and agreed to receive scoping comments electronically. Eighty seven persons attended the four scoping meetings and open houses in Rialto, Victorville, and Las Vegas.

In addition to verbal comments received during these scoping meetings, the BLM and the County of San Bernardino received 44 electronic-mail messages and letters from elected officials, agencies, organizations, and private citizens, by the July 1st, 2008 deadline. These comments are attached to this report (Appendix I).

2.1 Other Scoping Activities and Information Repositories

Other scoping activities included:

Publishing a summary of the NOI/NOP with meeting notice advertisements in the following newspapers:

The Sun

Las Vegas Review Journal

Rialto Record

Hispanic News

Westside Story

Press Enterprise

Initiating discussion with interested and potential cooperating agencies for this proposal. The United States Forest Service (USFS), San Bernardino National Forest; Marine Corps Logistics Base, Barstow; National Park Service (NPS); Mojave National Preserve; Caltrans; Nevada Department of Transportation; Clark County Department of Aviation, Nevada; the City of Rialto; the City of San Bernardino, and the City of Henderson, were invited to attend two interagency pre-scoping meetings on February 7th and 14th. During these meetings the agencies were briefed on the project so they could determine their roles in the environmental document, provide better feedback in their scoping comments, and identify key issues early in the scoping process.

Posting the NOI and NOP on BLM and County websites.

Initiating discussion with the United States Fish and Wildlife Service and the California Department of Fish and Game on survey protocols and data collection requirements.

Initiating consultation with Native American tribes in the region.

2.1.1 Libraries Serving as Repositories for Public Documents for the Project

Documents produced during the course of this project will be available for public review at the Barstow, Needles, and Las Vegas BLM Field Offices and at the following library facilities:

Las Vegas Library
833 Las Vegas Blvd. North
Las Vegas, NV 89101
(702) 507-3500

Rialto Branch Library
251 West 1st Street
Rialto, CA 92376
(909) 875-0144

Victorville Public Library
15011 Circle Dr.
Victorville, CA 92395
(760) 245-4222

3 COMMENT SUMMARY

This section summarizes the comments received during scoping and identifies the scoping issues to be addressed in the Calnev Pipeline Expansion Project EIS/EIR based upon the comments received. Elected officials, agencies, organizations, and private citizens submitted comments. Because the purpose of this scoping summary report is to convey public comments, it should be noted that comments have not been changed from there original format; therefore, the comments reflect the views of the author and may contain factual errors. All comments received during the public scoping period have been compiled and are available upon request.

The following public officials provided comments:

Jacob Lieb, Southern California Association of Governments

Steve Smith, South Coast Air Quality Management District

Alan De Salvio, Mojave Desert Air Quality Management District

Stacie Welsh, City of Henderson

Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region)

Judy Hohman, U.S. Fish and Wildlife Service

Marci Henson, Clark County Desert Conservation Program

Rebecca Palmer, Nevada State Historic Preservation Office

Anne Kearns, National Park Service

Elizabeth Haven, California State Water Resources Control Board

Delaine Shane, Metropolitan Water District of Southern California

Ted Brunson, City of San Bernardino Municipal Water Department

Christina Taylor, City of Rialto

Stephanie Hall, City of Fontana

Gregory Rose, City of North Las Vegas

Greg Kapovich, City of Las Vegas

Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region)

Anna Ulibarri, Rialto Unified School District

Joseph Davis, Rialto Unified School District

Joe Ayala, Municipal Advisory Board

Mark Sivalzlian, Nevada State Clearinghouse - Division of Water Resources

The following governmental agencies provided comments:

City of Rialto

Clark County

San Bernardino County Regional Parks Department

Metropolitan Water District of Southern California

U.S. Fish & Wildlife Service

California Regional Water Quality Control Board (Lahontan Region)

Nevada State Historic Preservation Office

Nevada State Division of Water Resources

South Coast Air Quality Management District

Mojave Desert Air Quality Management District

Rialto Municipal Advisory Board

Rialto Unified School District

Southern California Association of Governments

City of Fontana

City of North Las Vegas

City of Henderson

City of San Bernardino

State of Nevada Department of Wildlife

Clark County Desert Conservation Program

California State Water Resources Control Board, Division of Water Quality

Metropolitan Water District of Southern California

The following non-governmental organizations provided comments:

LHR

Beard Realty

Center for Biological Diversity

Vulcan Materials Company – Western Division

Colorado River Indian Tribes

National Park Service (Mojave National Preserve)

Oak Hills Property Owners Association

Sierra Pacific Resources

Southwest Airlines

Station Casinos

Las Vegas McCarran International Airport

Terrible Herbst, Inc

Allegiant

Boydgaming

Wynn Las Vegas

In addition, 38 individuals provided comments.

Table 1 organizes the issues identified in the comments by topic and briefly describes the issue or concern. Comments that are similar have been combined. Comments were grouped under the following list of broad topics.

Aesthetics

Agriculture and Soils

Air Quality

Alternatives

Biological Resources

Cultural Resources

Cumulative Impacts

Environmental Justice

Geologic Resources

Hazardous Materials

Land Use

Economics

Noise and Vibration

Transportation and Traffic

Project Description

Safety

Purpose and Need

Recreation

Regulatory Process/Public Involvement

Socioeconomics

Water Quality and Hydrology

Comments that were general in nature and comments that did not fit into one of the above topics were grouped under the headings "General" and "Other," respectively.

In accordance with 40 CFR 1501.7, which requires that scoping must be conducted both internally with appropriate BLM staff, and include tribes, the following tribes were given notice of the project as the first step in the consultation process:

Fort Mort Mohave Indian Reservation

Colorado River Indian Tribes

Comments from the tribes, to date, are included in Table 1.

4 ISSUES IDENTIFIED FOR ANALYSIS IN THE EIS/EIR

In accordance with 40 CFR 1503.4, which requires that all substantive comments must be considered to the extent feasible prior to project decisions, comments received during the scoping period were categorized by issue and included in Table 1. All issues identified during the public scoping process, listed in Table 1, will be evaluated in the EIS/EIR. Interested parties can ensure that their comments are adequately addressed during the public review period for the draft EIS/EIR.

Table 1 below summarizes the comments received during the scoping period.

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
AESTHETICS		
Visual Impacts	AE1: Make sure that the project has a minimal visual impact on the surrounding environment. This can be accomplished by dyeing concrete etc.	Gary Earney, Rialto, 4/1
	AE2: Need for landscaping and street improvements along the proposed alignment route.	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
AGRICULTURE AND SOILS		
Soil contamination	AG1: Address contamination of soil that may result from project.	225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
AIR QUALITY		
Impacts on Air Quality	AQ1: EIR/EIS should address impacts on air quality, from both construction and operations.	Center for Biological Diversity, 5/11 225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3 Steve Smith, South Coast Air Quality Management District, 3/19
Information consistency	AQ2: Ensure in the environmental review process that the project and plans at all levels of government (regional, air basin, county, sub regional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts.	Jacob Lieb, Southern California Association of Governments, 4/23
Air quality modeling	AQ3: Send with the draft EIR all appendices and technical documents related to air quality, including modeling and health risk assessment files. Consider SCAQMD calculation methodologies (PM2.5), as well as both regional and localized air quality calculations.	Steve Smith, South Coast Air Quality Management District, 3/19
Mitigation measures	AQ4: Identify possible mitigation measures for the project, such as the SCAQMD CEQA Air Quality Handbook, SCAQMD Rule 403 – *Fugitive Dust, Implementation Handbook*, and the *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning.*	Steve Smith, South Coast Air Quality Management District, 3/19
Data Sources	AQ5: SCAQMD rules and air quality reports are available by calling the SCAQMD Public Information Center or Website.	Steve Smith, South Coast Air Quality Management District, 3/19
	Consult district attainment plans located at: http://www.mdaqmd.ca.gov/rules_plans/rules-plans.htm	Alan De Salvio, Mojave Desert Air Quality Management District, 3/18
Health risk assessment	AQ6: Perform a mobile source health risk assessment, especially if using heavy-duty diesel-fueled vehicles.	Steve Smith, South Coast Air Quality Management District, 3/19

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
ALTERNATIVES		
Alternative pipeline alignment	ALT1: EIR should analyze and discuss an alternative route alignment of west on Baseline Road to Alder Avenue, north on Alder Avenue to Casmalia Street, east on Casmalia Street to Locust Avenue.	Christina Taylor, City of Rialto Associate Planner, 5/13
	ALT2: Adjust the route by running it north on Cactus, west on Foothill, north on Cedar, west on Baseline, north on Alder, east on Casmalia to Locust, north to Riverside Avenue.	Joseph Davis, Rialto Unified School District, 6/18
	ALT3: Consider a straight line route instead of the proposed zigzagging all over the city of Rialto, it seems safer.	Don Balderrama, Rialto, 6/18
	ALT4: Re-route the proposed pipeline to Locust or even Alder industrial area. Another possible route could be by Cactus to Alder up again, to avoid highly populated areas. Just go to Locust and continue north.	Robin Welker, Rialto, 6/18
	ALT5: Re-route the pipeline, have Kinder Morgan widen and make new roads.	Annette Swords, Oak Hills, 4/4
	ALT6: Consider moving the pipeline alignment within the transportation and utility corridor between Prima and St. Rose parkway.	Stacie Welsh, City of Henderson, 5/15
Location of Schools	ALT7: Evaluate an alternative that maximizes the number of future school sites available to the Rialto Unified School District. Also, you should be aware that a school is planned as part of the Renaissance project which we would like you to avoid.	Anna Ulibarri, Rialto Unified School District, Rialto, 4/1
	ALT8:Select an alternative that does not cross the existing airport/Renaissance project, as crossing the Renaissance project area would prohibit the placement of a school in that area. ALT9: Evaluate a route that placed the new 16 inch line adjacent to the existing 8 inch line on Linden. This alignment would minimize the impacts to future school sites.	Scott Beard, Rialto, 4/1
	ALT10: Consider the changes in the new education laws related to safety issues in schools when evaluating alternatives.	Joseph Davis, Rialto Unified School District, 6/18
	ALT11: The Bloomington Av. route goes right by the Bloomington Christian Elementary and High schools. Isn't there an alternate route to that as well?	Robin Welker, Rialto, 6/18
	ALT12: The expansion project should not be allowed in the area of Baldy Mesa Elementary School.	Annette Swords, Oak Hills, 4/4
	ALT13: Avoid Ayala and schools and parks in Rialto. Re-route the proposed pipeline going north, away from Linden Av. residential and educational areas.	Robin Welker, Rialto,6/18
	ALT14: The California Department of Education prohibits any proposed school site from being located within 1,500 feet from an aboveground or underground pipeline that could pose a safety hazard. (Education Code 17213). ALT15: Contact Facilities Planning Department if any of the proposed alternate routes require obtaining access to Rialto school sites.	Anna Ulibarri, Rialto Unified School District, 5/2
Valley View	ALT16: Evaluate an alternative that avoids construction on the east side of Valley View St. in Las Vegas, NV.	Jack Accardi, Las Vegas, 4/3

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Linden Ave, Rialto CA	ALT17: Evaluate an Alternative that does not include routing the pipeline on Linden Ave.	Patty Salas, Rialto, 4/30
	ALT18: Disclose the deciding factor for pipeline route location.	Martin and Patricia Salas, Rialto, 4/30
	ALT19: Align the 16" pipe with the 8" pipe and keep it on Linden so a pipeline does not run on Linden and Cactus.	Anna Ulibarri, Rialto, 4/30
	ALT20: Please run the new pipeline on a planned alternate route, like Alder or Locust instead of right up Linden.	Patty Salas, Rialto, 6/18
	ALT21: Construct the proposed pipeline on Linden Avenue, parallel to the already existing 8-inch diameter pipeline, which could cause the least impact to the District and its students.	Anna Ulibarri, Rialto Unified School District, 5/2
Pipeline Construction on BLM Land	ALT22: Consider placing pipeline in BLM land on the east side of Valley View.	Jack Accardi, Las Vegas, 4/3
Existing pipeline use	ALT23: Place in the franchise agreement that if the existing 8-inch pipeline located in Linden is put back in service, it will not transport petroleum products. Some suggested uses could be gray water and fiber optics.	Joseph Davis, Rialto Unified School District, 6/18
Ridge tops	ALT24: The project should be sited on side-hills instead of on ridge tops to minimize the amount of erosion, and to ensure that these natural firebreaks are maintained.	Jim Kennedy, Rialto, 4/30
Avoidance of Developed and Residential Zones	ALT25: Consider alternatives in less developed areas to reduce direct and cumulative impacts on residents.	225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
	ALT26: Install the pipelines in areas that are less developed, reducing the contact of public (residents) with the pipeline.	Lissinia Aguilar, Rialto, 6/18
	ALT27: Consider the alternative route that goes through the least populated area, it sounds more reasonable than bringing it up through most of the neighborhoods.	Kathy Thompson, Rialto, 6/18
	ALT28: Re-route the pipeline in Rialto to a less populated area. Possibly move it to Locust or even Alder (industrial area). The proposed route goes right by schools or heavy residential areas in the north and that is more dangerous.	Robin Welker, Rialto, 6/18
	ALT29: Address specific locations for alternate routes.	Lynn Boshart, Rialto, 4/30
BIOLOGICAL RESOURCES		
Cleghorn Canyon	BIO1: Cleghorn Canyon is a proposed Research Natural Area (RNA) due to its use as a linkage through Cleghorn Canyon down to Cajon Wash. Ensure that the project does not adversely affect that crossing area.	Gary Earney, Rialto, 4/1
Spraying	BIO2: Coordinate spraying of herbicides with the U.S. Forest Service to ensure that there are no detrimental effects to flora and fauna.	Gary Earney, Rialto, 4/1

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Impacts on Biological Resources	BIO3: Address impacts to rare, threatened, endangered, and special status species and their habitats. Analyze, avoid, minimize, or mitigate per federal, state, and local requirements. The analysis must include direct, indirect and cumulative impacts to species and habitats.	Center for Biological Diversity, 5/11
	BIO4: Address the use of a private road owned by Vulcan that crosses the Cajon Creek Conservation Area, which is home to over 20 sensitive species including the listed San Bernardino Kangaroo Rat. Alteration of the Creek's hydrological regime, during pipeline construction or later could impact this area's sensitive habitat and resident sensitive and listed species.	Douglas Sprague, Vulcan Material Company, 5/5
	BIO5: Analyze possible impacts to federally listed species, State-protected species, sensitive species and migratory birds in the EIS. The analysis should disclose project impacts to species and include measures to avoid, minimize or mitigate impacts.	Judy Hohman, U.S. Fish and Wildlife Service, 5/16
	BIO6: Consider SCAG goals related to develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.	Jacob Lieb, Southern California Association of Governments, 4/23
	BIO7: Analyze the demand for space of multiple conceptual developments in the I-15 corridor and their long-term effects to wildlife resources.	Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region), 5/15
	BIO8: Consider project intersections with two ecosystems, Mojave desert scrub (35 miles) and Salt desert scrub (10 miles).	Marci Henson, Clark County Desert Conservation Program, 5/1
Conservation areas	BIO9: Consider the Conservation Management Categories established for this pipeline study area: Multiple Use Managed Area (MUMA) or Un-Managed Area (UMA).	Marci Henson, Clark County Desert Conservation Program, 5/1
Bighorn Sheep	BIO10: No take must occur. Consider overpasses across project components to maintain critical movement corridors for species.	Center for Biological Diversity, 5/11
	BIO11: Include this species in the EIS/EIR analysis of potential impacts on wildlife.	Bradford Hardenbrook, State of Nevada Department of Wildlife (Southern Region), 5/15
Desert Tortoise	BIO12: Tortoise exclusion fencing should be considered as a mitigation measure. Consider overpasses across project components to maintain critical movement corridors for species.	Center for Biological Diversity, 5/11
	BIO13: Address potential effects to the existing Large Scale Translocation Site serving desert tortoise translocation aspects of Clark County's Desert Conservation Program.	Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region), 5/15
	BIO14: Consider project location in desert tortoise habitat area and its proximity to the tortoise fencing along I-15 corridor, between milepost 217 and milepost 221. Any fencing damaged or removed during construction will need to be repaired or replaced.	Marci Henson, Clark County Desert Conservation Program, 5/1
Gila monster (*Heloderma suspectum cinctum*)	BIO15: Evaluate project impacts to any existing populations and suitable habitat for the banded Gila monster (sensitive and protected species in Nevada) for each alternative being considered in the EIS. Consult the Nevada Department of Wildlife for mitigation measures if potentially impacts are determined.	Judy Hohman, U.S. Fish and Wildlife Service, 5/16

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
	BIO16: Address possible injuries that may occur to Gila monsters during excavation, blasting, road grading, or other construction activities. Use appropriate reporting protocol (see them at www.ndow.org) and transfer to a veterinarian proficient in reptile medicine.	Nevada Department of Wildlife (Southern Region), 11/1/07
	BIO17: Include this species in the EIS/EIR analysis of potential impacts on wildlife.	Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region), 5/15
Plants	BIO18: Documented plant observations include *Penstemon albomarginatus* (white-margined beardtongue) and *Penstemon bicolor ssp. Roseus* (rosy twotone beartongue).	Marci Henson, Clark County Desert Conservation Program, 5/1
White-margined beardtongue (*Penstemon albomarginatus*)	BIO19: Address potential disruption of ecological processes due to construction near Roach Dry Lake, by removing the source of sand and wind-blown material required by the White-margined beardtongue. Analyze possible project impacts on this species in the EIS. Mitigate impact as appropriate.	Judy Hohman, U.S. Fish and Wildlife Service, 5/16
Native bees	BIO20: Consider the following native bees that have been documented within the general study location: *Agapostemon angelicus*, *Agapostemon texanus*, and *Ashmediella breviceps*.	Marci Henson, Clark County Desert Conservation Program, 5/1
Migratory birds	BIO21: Conduct land clearing or other surface disturbance outside the avian breeding season to avoid potential destruction of bird nests, or survey the area prior to land clearing. If nesting evidence is located, a protective buffer should be delineated. BIO22: Minimize possible impacts to migratory birds from construction of new buildings or structures in the Mojave Desert. Holes, gaps or hollow spaces in buildings and structures could trap birds. BIO23: Close gaps or narrow hollow spaces during construction to prevent bird entry. Also, use of solid posts is preferred and any exposed holes near the top should be filled with rivets, bolts or nuts.	Judy Hohman, U.S. Fish and Wildlife Service, 5/16
Western burrowing owl (*Athene cunicularia hypugaea*)	BIO24: Avoid disturbing burrows that are used by owls. If this is not possible, incorporate recommendations in the pamphlet, *Protecting Burrowing Owls at Construction Sites in Nevada's Mojave Desert Region.*	Judy Hohman, U.S. Fish and Wildlife Service, 5/16
	BIO25: Include this species in the EIS/EIR analysis of potential impacts on wildlife	Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region), 5/15
CULTURAL RESOURCES		
Project Location Map	CR1: The State Historic Preservation Office (SHPO) requires a legible map of the proposed project in Nevada.	Rebecca Palmer, Nevada State Historic Preservation Office, 4/9
Historic/ Cultural properties	CR2: The Colorado River Indian Tribes are in concurrence with BLM findings of no historic/cultural properties affected by the project.	Michael Tsosie, Colorado River Indian Tribes, 4/11
CUMULATIVE IMPACTS		
Cajon Pass	CI1: This project will be the 19th, 20th, or 21st utility project to run through the Cajon Pass; make sure that you explore all reasonable options to minimize your cumulative impacts.	Gary Earney, Rialto, 4/1

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Global Warming	Cl2: Analyze the project's impact on global warming including the contribution from both construction and operation of the pipeline.	Lisa Belenky, Center for Biological Diversity, 5/11
ENVIRONMENTAL JUSTICE		
	No comments provided	No comments provided
GEOLOGIC RESOURCES		
San Andres Fault	GEO1: Ensure that the projects is constructed using the best available technology to ensure the long term viability of the pipeline within an active fault zone.	Gary Earney, Rialto, 4/1
	GEO2: A large earthquake is expected in the near future. A large pipeline running through San Andreas fault is a concern.	Charlotte Allison, Oak Hills Property Owners Association, 6/17
Faults	GEO3: Safety concern regarding faults running through Cajon Pass area, Lytle Creek Basin and perimeter of Lytle Creek Wash.	Scott Beard, Rialto, 4/1
	GEO4: What plans are in place in the event of a major earthquake?	Carl Tate, Victorville, 4/2
GREENHOUSE GASES		
GHG	GG1: GHG emissions for direct and cumulative impacts from project should be calculated and avoided, or offset through mitigation measures.	Center for Biological Diversity, 5/11
HAZARDOUS MATERIALS		
Contamination during construction	HAZ1: Sections of open trenches left open during construction could result in contamination.	Don Hadley, Rialto, 4/1
Transportation of hazardous materials	HAZ2: Consider several alternative routes in order to minimize the overall effect the project will have on residents and businesses. HAZ3: Need for safety and emergency measures for handling and transportation (e.g. shut-off valves).	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
LAND USE		
Renaissance Project	LU1: The project should be constructed in a way that does not negatively impact the future development of the city of Rialto, most importantly the Renaissance Project.	Mike Story, Rialto, 4/30
	LU2: The new proposed pipeline is located within 350 feet of the K-8 site in the Renaissance Project area on Ayala. This route would necessitate the District to relocate the proposed school site elsewhere.	Anna Ulibarri, Rialto Unified School District, 5/2
Existing vs. New Rights-of-Way	LU3: Define existing vs. New right-of-way (ROW) used for project construction.	Keith Spencer, Las Vegas, 4/3
	LU4: Consider a ROW on lands managed by the BLM, USFS and DoD.	Jacob Lieb, Southern California Association of Governments, 4/23
	LU5: The National Park Service doesn't have a legal instrument to allow installing an additional pipeline within the existing ROW, or issuing a new ROW for underground petroleum pipelines in Mojave National Preserve. Address this issue in the EIS/EIR.	Anne Kearns, National Park Service, 5/19

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Impacts to Land Use	LU6: Examine the impacts that the project will have on existing and planned land use.	Mike Story, Rialto, 4/30
	LU7: Proposed pipeline location is incompatible with many of the existing and proposed uses in the City of Rialto. The City has several large-scale planning projects, as well as existing residential and commercial areas could be severely impacted by this project.	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
	LU8: The new route proposed (north on Cactus, west on Baseline, north on Ayala, east on Casmalia, and then again on Locust) could impact an existing elementary school and it would violate Education Code 17213.	Joseph Davis, Rialto Unified School District, 6/18
	LU9: The pipeline is not in compliance with the California Code of Regulation Title V, Section 14010, letter H, which states that the school facility or the site should not be located near an above groundwater or fuel storage tank or within 1,500 feet from the easement of an above or underground pipeline that can pose a safety hazard.	Lissinia Aguilar, Rialto, 6/18
	LU10: Consider the Growth Management Chapter (GMC) policies related to patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.	Jacob Lieb, Southern California Association of Governments, 4/23
	LU11: Address potential indirect project impacts on the City of North Las Vegas.	Gregory Rose, City of North Las Vegas, 5/17
Regional Development Plans	LU12: Consider to submit an amendment of the BLM's land-use plan and the California Desert Conservation Area (CDCA) Plan.	Jacob Lieb, Southern California Association of Governments, 4/23
	LU13: Consider the SCAG principles of the Compass Growth Visioning regarding growth, transportation, land use, and economic development.	Jacob Lieb, Southern California Association of Governments, 4/23
Public Facilities / Conflicts	LU14: Disclose the impacts that the project will have on public facilities such as schools, churches, and parks.	Mike Story, Rialto, 4/30
	LU15: Address impact on Metropolitan's Rialto Feeder and facilities during excavation, construction, utilities and project implementation. Any design plans for any activity in the area of Metropolitan's ROWs or facilities must be submitted for review and written approval.	Delaine Shane, Metropolitan Water District of Southern California, 5/1
	LU16: The existing and proposed pipelines run under the road that fronts an elementary school and close to same area is a middle school.	Charlotte Allison, Oak Hills Property Owners Association, 6/17
	LU17: Provide any details of known utility conflicts. Until an alignment is finalized: the City of Henderson is unable to make complete comments regarding utilities and adequate separation requirements.	Stacie Welsh, City of Henderson, 5/15
	LU18: Las Vegas Blvd., including the portions identified in the project map, is an easement with underlying property owners.	Stacie Welsh, City of Henderson, 5/15
	LU19: The new pipeline will impact and limit the land uses for school facilities along the proposed project route. A new pipeline on Cactus Avenue would severely limit land usage for siting new schools.	Anna Ulibarri, Rialto Unified School District, 5/2
	LU20: Address the proximity of the project to the former Goodrich and Emhart (Black&Decker) / Pyro Spectacular property in Rialto, which may impede access to existing groundwater monitoring wells in the vicinity of the property. There are other municipal wells and monitoring wells located	Elizabeth Haven, California State Water Resources Control Board (Division of Water Quality), 5/16

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
	down gradient near the pipeline.	
Excavation in Residential Areas	LU21: Address excavation authorization on Linden Avenue which is located in a developed residential area.	225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
	LU22: Provide information about proposed schedule and locations for excavation activities. Disclose how this will affect access to properties during construction. LU23: Previous excavations in residential area have been stopped by Rialto communities.	Martin and Patricia Salas, Rialto, 4/30
	LU24: I own land which would be impacted by this expansion, particularly if residential property has been built.	Sandy Rixson, Phelan, 4/12
Special Report 281, Transportation Research Board	LU25: Ensure project does not conflict with existing laws or requirements; review *Special Report 281: Transmission Pipelines and Land Use – A Risk-Informed Approach by the Transportation Research Board, 2004.*	225 Rialto Citizens within 5 miles of project, 5/3
TRANSPORTATION and TRAFFIC		
Regional Transportation Plan	LU26: Consider the 2004 Regional Transportation Plan (RTP) goals and policies that are pertinent to this project.	Jacob Lieb, Southern California Association of Governments, 4/23
Construction Impacts of Traffic	LU27: Rialto is a linear city; ensure that the project is constructed in a way that minimizes the impacts to mobility within the city.	Mike Story, Rialto, 4/1
	LU28: Potential significant impact on Rialto residents and businesses through the disruption of major routes into and out of the City.	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
	LU29: Minimize restriction to access to Las Vegas Blvd. and St. Rose Parkway as this is the "gateway" entry to the City of Henderson. Also, do not restrict or impede access to the M Resort (a major casino/resort). This hotel and retail development scheduled to open Spring of 2009.	Stacie Welsh, City of Henderson, 5/15
	LU30: Notify Rialto Unified School District when the construction commences so that it may re-route buses and address issues related to "Suggested Safe Routes to School" as well as other transportation and safety needs that may arise.	Anna Ulibarri, Rialto Unified School District, 5/2
	LU31: Project development must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Metropolitan must be allowed to maintain its ROW and requires unobstructed access to their facilities at all times to repair and maintain their system.	Delaine Shane, Metropolitan Water District of Southern California, 5/1
Roads	LU32: We just got a new Baldy Mesa Rd, to hear Kinder-Morgan say they would trench it and then 'patch' is unacceptable. Have Kinder Morgan widen and make new roads just like a developer would do if they built them.	Annette Swords, Oak Hills, 4/4
Traffic Control Plans	LU33: Follow all existing traffic control plans.	Mike Story, Rialto, 4/1

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Traffic Patterns	LU34: Address the impacts that the project will have on existing and future traffic patterns. Include the duration of these impacts in your analysis.	Mike Story, Rialto, 4/30 Patty Salas, Rialto, 4/30 225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
NOISE AND VIBRATION		
Regional Goals for Quality of Life	NV1: Consider SCAG policies related to the use of mitigation measures that reduce noise in certain locations.	Jacob Lieb, Southern California Association of Governments, 4/23
GENERAL		
Hard Copy Documents and Mailing List	GEN1: Have hard copy documents available at main public libraries. GEN2: The City of Rialto would like copies of the PowerPoint, mailing list, and other documents.	Gary Earney, Rialto, 4/1 Mike Story, Rialto 4/1
	GEN3: Include the City of Las Vegas on your mailing list.	Shelly Accardi, Las Vegas, 4/3
General Support	GEN4: Safety is one of the key issues for getting general residents' support.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
	GEN5: We want a project built safely, respecting the environment and the citizenry of the local governments.	Richard Sierra Jr., Labor Union's Local 783 (San Bernardino, CA), Rialto, 6/18
	GEN6: If one of our signatory contractors is awarded this project, the labor manpower would be done professionally and in a safe manner. We fully support of this project.	Terry Martin, Union Association Local 250 (Rialto), 6/18
	GEN7: Our company enthusiastically supports the proposed expansion of the Calnev pipeline system.	Kevin J. Tourek, Wynn Las Vegas, 5/16
	GEN8: LASfuel supports the proposal and believes the pipeline project will provide critical infrastructure capacity improvements.	Jim Stevenson, LASfuel Corporation, 5/7
	GEN9: The pipeline expansion proposal is the right approach at the right time. I encourage your support of this essential project.	Keith Smith, Boyd Gaming, 5/16
	GEN10: The proposed expansion within the footprint of the existing pipeline seems very appropriate and the most expeditious way of providing the much needed additional capacity to our valley.	Maurice Gallagher, Allegiant, 4/28
	GEN11: The project is vital in securely and reliably addressing the long term fuel needs of this region without risking the safety and environment of our community.	Sean Higgings, Terrible Herbst Inc and Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply, 6/10
	GEN12: The proposed expansion is necessary to support both the short and long term growth of Southern Nevada and its environs. This is of particular importance to McCarran International Airport and other smaller airports owned by the Clark County.	Randall Walker, Department of Aviation, Las Vegas McCarran International Airport (Clark County), 5/9
	GEN13: The proposed expansion will help to provide the additional fuel delivery capacity that our community requires.	Frank Fertitta III, Station Casinos, 5/5
	GEN14: This important infrastructure project is critically	Roberto Denis, Sierra

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
	needed to ensure the continued economic vitality of our region.	Pacific Resources, 5/16
General Opposition	GEN15: Ms. Swords sent a formal complaint and strongly opposes to the Project.	Annette Swords (via Michael Boguslawski, 4/30)
	GEN16: Opposed to the construction of any petroleum pipeline and/or facility within one mile radius of property.	Hamid Taeb, Pleasanton CA, 4/17
	GEN17: We believe that it will not be in our best interest to have Kinder Morgan install additional 16-inch diameter pipelines in our neighborhood to transport petroleum products.	225 Rialto Citizens within 5 miles of project, 5/3
	GEN18: I'm not in support this pipeline going anywhere near my land. My property is located on Yucca Terrace Dr., Phelan.	Sandy Rixson, Phelan, 4/12
Measures for Regional Impacts	GEN19: Implement and monitor all feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project, as required by CEQA.	Jacob Lieb, Southern California Association of Governments, 4/23
USFS involvement	GEN20: Involve the USFS specialists early in the process, paying particular attention to their input of the 19 miles of new construction within Cajon Wash.	Gary Earney, Rialto, 4/1
Project Website	GEN21: Keep current maps of the alignment on your website as a way of communicating with local agencies and the public.	Dan Kezar, Las Vegas, 4/3
	GEN22: Where on the Internet would the scoping report be available?	Kathy Thompson, Rialto, 6/18
City Council Involvement	GEN23: Request that BLM or San Bernardino representative make a brief presentation to the City Council to allow for their comments.	Mike Story, Rialto, 4/1
	GEN24: The City of Fontana has no comments or concerns about the project.	Stephanie Hall, City of Fontana, 5/19
	GEN25: Contact the Development Service Center Manager's Office to facilitate a submittal coordination meeting with all development related project plan review teams.	Stacie Welsh, City of Henderson, 5/15
Community Outreach	GEN26: Rialto City Council is requesting the NOP review and comment period be extended 45 days. Adequate community outreach has not been conducted within the City. The meetings that have been held have not covered all of potentially affected areas.	Christina Taylor, City of Rialto Associate Planner, 5/13
	GEN27: Safety is something that the community needs to be aware of whenever it comes to the pipeline.	Patty Salas, Rialto, 6/18
	GEN28: Rialto community didn't know about the existing pipelines going through Linden Av. Since 1961. Provide more information to local communities about existing and proposed pipelines.	Don Balderrama, Rialto, 6/18
Map of project area	GEN29: Detailed maps showing construction zones not provided.	Don Hadley, Rialto, 4/1
	GEN30: Provide more detailed maps showing ROW.	Roy Snyder, Victorville, 4/2 Jim Mitsch, Victorville, 4/2
	GEN31: Provide detailed and larger scale maps of project area.	Dan Kezar, Las Vegas, 4/3 Victor Fajardo, Victorville, 4/2
	GEN32: Provide a legible map of the proposed project in Nevada.	Rebecca Palmer, Nevada State Historic Preservation Office, 4/9

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
	GEN33: Provide an alignment map showing a detailed route of the pipeline through Las Vegas Valley. We'd like the Las Vegas Valley magnified to determine if the route runs through Clark County, Las Vegas, North Las Vegas, Henderson, or all of the entities.	Greg Kapovich, City of Las Vegas, 3/27
	GEN34: Provide a more detailed vicinity map through the city of San Bernardino.	Ted Brunson, City of San Bernardino Municipal Water Department, 5/15
	GEN35: All submitted designs or plans must clearly identify Metropolitan's facilities and ROW.	Delaine Shane, Metropolitan Water District of Southern California, 5/1
Plain language	GEN36: Provide EIR, Safety Plan and Project Description written in plain language, so the average citizen can understand what is being said.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18 Lissinia Aguilar, Rialto, 6/18
PROJECT DESCRIPTION		
Route 66 Utility ROW	PD1: Leave as much surplus space as possible in the old route 66 utility ROW as possible for future utilities.	Gary Earney, Rialto, 4/1
Construction of Service Roads	PD2: Minimize the constructions of service roads within Cajon Pass. This will minimize the amount of vandalism and illegal Off-Highway Vehicles (OHV) use within Cajon Pass.	Gary Earney, Rialto, 4/1
Time Frame	PD3: Define the timing of all project elements.	John Koko, Rialto, 4/1 Patty Salas, Rialto, 4/30 Kathy Thompson, Rialto, 6/18 Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
Related projects	PD4: Consider two proposed aviation projects presently under NEPA analysis, Southern Nevada Supplemental Airport and the Southern Nevada Regional Heliport. These projects could benefit by connection with the proposed pipeline.	Bradford Hardenbrook, Nevada Department of Wildlife (Southern Region), 5/15
Fuels	PD5: How can three different fuel types pump through pipes?	Don Hadley, Rialto, 4/1
Use of Existing Pipelines or Retired Pipelines	PD6: Address plans for retired pipelines.	Lisa Ignacio, Rialto, 4/30
	PD7: Specify if the existing 8-inch pipeline is going to be held for future service.	Terry Thompson, Rialto, 6/18
	PD8: Provide information about the existing pipeline.	Don Balderrama, Rialto, 6/18
	PD9: Clarify the use of the term "idle" referred to the existing 8" pipeline in project description. Is it the intention to maintain the 8" line and bring it back to service or will other accommodations be made for additional capacity?	Gregory Rose, City of North Las Vegas, 5/1
Line Placement	PD10: Specify exact placement of lines.	Shmuel Azoulai, Victorville, 4/2
Proximity of Pipeline to ROW	PD11: Please specify proximity of pipeline to existing transmission ROWs between the Cajon area, through Victorville, and into Boulder City, NV.	Roy Snyder, Victorville, 4/2

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Cross sections	PD12: Provide a typical cross section of where the pipeline is located within the ROW and any details of known utility conflicts.	Stacie Welsh, City of Henderson, 5/15
Welding and testing procedures	PD13: Welding and testing construction technologies have changed and improved since the 8-inch line was laid in 1961; if one United Association Local 250's signatory contractor is awarded the project, he is confident the work would be done professionally and safely.	Terry Martin, United Association Local 250 (Rialto), 6/18
Cathodic protection	PD14: Provide information in plain language about cathodic protection as a maintenance and safety measure.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
Storm water management practices	PD15: Include both pre-construction and post-construction stormwater management and best management practices in EIS/EIR.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
Water quality control	PD16: A Reduced Pressure Principle (RPP) Backflow device is required at service connection for domestic water service. Also, a double check backflow device is required at service connection for fire and irrigation.	Ted Brunson, San Bernardino Municipal Water Department, 5/15
Project design measures	PD17: Include measures into the project design and provide buffer zones to avoid areas that contain drainages, wetlands, Waters of the State, Waters of the U.S., or blue-line streams.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
	PD18: Develop features that span the drainage channels or allow for broad crossings.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
	PD19: Use clear span bridges, open bottom arches, etc. to support the pipeline where it crosses numerous washes, arroyos, and streams. Use properly engineered materials with a system for detecting liquid and/or gas leaks and automatically shut-off the source.	Elizabeth Haven, California State Water Resources Control Board (Division of Water Quality), 5/16
PURPOSE AND NEED		
Need for the Project	PN1: Identify why you need to construct the project.	Edwin Lopez, Rialto, 4/1
	PN2: Make clear to the public in the EIS/EIR that the expansion of the pipeline is needed in large part to accommodate expected growth forecasts.	Roberto Denis, Sierra Pacific Resources, 5/16
RECREATION		
Impacts on Existing Recreational Facilities	REC1: Identify what recreational facilities will be impacted by the project and quantify these impacts.	Mike Story, Rialto, 4/30
OHV Facilities	REC2: Disclose any impacts to OHV facilities associated with project construction, operation, and maintenance. Particularly The Glen Ellyn OHV area east of Rialto.	Jim Kennedy, Rialto, 4/30
Open Space and Conservation	REC3: Promote self-sustaining regional recreation resources and facilities.	Jacob Lieb, Southern California Association of Governments, 4/23
Future Recreational Facilities	REC4: Define impacts to future recreational facilities that are part of current development plans such as the Renaissance Project.	Mike Story, Rialto, 4/30

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
REGULATORY PROCESS/PUBLIC INVOLVEMENT		
Regulatory Guidelines and Consistency	RRP/PI1: Provide an explanation of all inconsistencies between the proposed project and applicable general and regional plans for this project.	Jacob Lieb, Southern California Association of Governments, 4/23
	RRP/PI2: Use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency and non-applicability of the policy, using a table format provided in http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillinTable.doc	Jacob Lieb, Southern California Association of Governments, 4/23
Mailing of Notices	RRP/PI3: Ensure that you are contacting individuals that will potentially be impacted by the project.	Edwin Lopez, Rialto, 4/1
	RRP/PI4: Include LASfuel in the distribution list for future notices concerning the CalNev pipeline project by directing such notices to Jim Stevenson (President).	Jim Stevenson, LASfuel Corporation, 5/7
	RRP/PI5: Send all future notices, a copy of the draft EIR/EIS, and any correspondence to my attention at Center for Biological Diversity, 1095 Market Street, Suite 511, San Francisco, CA 94103.	Lisa Belenky, Center for Biological Diversity, 5/11
	RRP/PI6: Make sure my comments are presented at any meetings and keep me informed.	Sandy Rixson, Phelan, 4/12
	RRP/PI17: Consider that approval of the project where it could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans for the project.	Delaine Shane, Metropolitan Water District of Southern California, 5/1
Public Involvement	Rialto residents want the same consideration that the Desert Tortoise gets up about project location.	Terry Thompson, Rialto, 6/18
	Make sure that all parties involved in this project are aware and keep the safety of this community (Rialto). We are the ones who are going to live with the consequences of project decisions.	Lissinia Aguilar, Rialto, 6/18
	Disclose the project review once EIS is completed.	Lissinia Aguilar, Rialto, 6/18
	The Colorado River Indian Tribes does reserve the right to intervene at a later if new or omitted historic or cultural information may become available that is related to the project area.	Michael Tsosie, Colorado River Indian Tribes, 4/11
	A meeting between the San Bernardino Municipal Water Department and the developer may be required to discuss all potential conflicts and concerns.	Ted Brunson, San Bernardino Municipal Water Department, 5/15
	Submit applicable permit applications and the associated application and permit fees to the District if the proposed Baker pump station includes pumps not powered by grid electricity (rated at least 50 hp).	Alan De Salvio, Mojave Desert Air Quality Management District, 3/18
	Consider a ROW on lands managed by the BLM, USFS and DoD, a franchise agreement and Conditional Use Permit from the County, and appropriate permits from state, federal and local jurisdictions.	Jacob Lieb, Southern California Association of Governments, 4/23
Permits	Contact the City of Henderson's Community Development Department, Current Planning, to determine whether or not an entitlement process is necessary: including but not limited to: licenses, permits, fees, etc.	Stacie Welsh, City of Henderson, 5/15

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
SAFETY		
General concerns about safety	Consider community concerns about external events such as pipeline and human failure, machine intrusion and local and state agencies involvement.	Patty Salas, Rialto, 6/18
General concerns about safety	Consider public safety as a major concern for project decision making.	Lissinia Aguilar, Rialto 6/18
	Address community concerns about damages to life and property if an explosion were to occur.	225 Rialto Citizens within 5 miles of project, 5/3
Proximity to Schools	The pipeline cannot be built within 1,500 ft. of an existing school site per Education Code Section 17213. Provide mitigation to the Department of Education for relocating close to schools.	Anna Ulibarri, Rialto, 4/1
	Disclose schools that will be impacted by the project.	Annette Swords, Victorville, 4/2
	Address impacts to schools and safety measures that will be implemented.	225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
Safety during construction	Address safety procedures for construction.	Anna Ulibarri, Rialto, 4/30
	Trenches too long for construction crews to fill in quickly could result in dangerous open areas.	Don Hadley, Rialto, 4/1
	Adopt better practices such as identified by the CGA Best Practices Guide. Also the municipal workforces should contact Dig Alert prior excavation activities.	Patty Salas, Rialto, 6/18
	Maintain open spaces for adequate protection to lives and properties against natural and manmade hazards.	Jacob Lieb, Southern California Association of Governments, 4/23
	Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipment.	Jacob Lieb, Southern California Association of Governments, 4/23
	Notify the Rialto Unified School District about all potential safety measures to be taken during the construction process in order to protect its students from any potential danger.	Anna Ulibarri, Rialto Unified School District, 5/2
Pipeline protection	What is Kinder Morgan doing to protect the pipelines?	Patty Salas, Rialto, 6/18
Use of safety valves and equipment	Use a higher number of safety valves within National Forest areas due to high number of existing utilities in that area.	Gary Earney, Rialto, 4/1
	How far apart are the automatic shut-offs in case of emergency? How often is there maintenance? How often are these shut-offs checked and updated?	Don Balderrama, Rialto, 6/18
Existing pipeline maintenance	Disclose maintenance and replacements that have been done to safety valves in the existing 8-inch pipeline. Please specify if check and block valves on that pipeline have been retrofitted since the 1989 accident.	Terry Thompson, Rialto, 6/18
	The existing pipeline is no longer as well marked as it really should be.	Patty Salas, Rialto, 6/18
Terrorism	Make sure that the project is constructed in a way that accounts for the heightened security concerns post 9/11.	Gary Earney, Rialto, 4/1
Vandalism	Harden or bury facilities to minimize the damaging effects of vandals.	Gary Earney, Rialto, 4/1

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Public Safety Plan	Outline the applicant's safety measures in the event of a pipeline rupture. Also include steps to get the pipeline working again.	Douglas Gerwitz, Las Vegas, 4/3
	Define how local agencies will notify the applicant prior to construction adjacent to the project.	Douglas Gerwitz, Las Vegas, 4/3
	Outline safety measures that will be implemented in the event of a major earthquake in Cajon Pass.	Carl Tate, Victorville, 4/2
	Define safety measures that will be implemented during project construction, particularly those that deal with local schools.	225 Rialto Citizens within 5 miles of project, 5/3
	Identify public safety measures concerning impacts on the community, increased human activity in the pipeline ROW, and project operation and maintenance.	Patty Salas, Rialto, 4/30 225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3
	Address safety issues for families and the community.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
	Provide information about special protection equipment and support to local fire departments, so they can pass the information down to the community.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
	Include information about safety measures such as pipeline cathodic protection in the safety reports. Provide information about emergency plans and procedures in case of tragic incidents, including coordinated actions between authorities, police and fire departments, school personnel, and communities. Is Kinder Morgan informing and working in case we have an incident at this moment?	Don Balderrama, Rialto, 6/18
	Include police departments in safety/emergency response teams.	Kathy Thompson, Rialto, 6/18
	Any increased fire risks or other catastrophic risks from increased pipeline size and capacity must also be disclosed and evaluated.	Lisa Belenky, Center for Biological Diversity, 5/11
Previous safety records and agencies oversight	Explain what oversight the agencies are providing on Kinder Morgan's safety records of accidents (failures and spills) in the local area and other states in the past.	Terry Thompson, Rialto, 6/18
	Address concerns about Kinder Morgan's previous safety records and general average of accidents related to hazardous material transportation through pipelines, and their impacts on life, health, environment and properties.	Patty Salas, Rialto, 6/18
Project Malfunction Due to Natural or Other Occurrence	Address the potential for explosions or other possible related issues in the EIR/EIS.	Edwin Lopez, Rialto, 4/1 Center for Biological Diversity, 5/11 225 Rialto Citizens within 5 miles of project, 5/3 Glafira Curiel and Maria Perez, 5/3 Lissina Ayala, Rialto, 6/18
	Disclose who is going to be in charge in case of a rupture in the pipeline due to earthquakes or movements in San Andreas fault. Please specify if the community need any special equipment for protection and disclose this	Joe Ayala, Municipal Advisory Board, Rialto, 6/18

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
	information to local fire departments.	
	Provide information about residual fuel recovery after a tragic event such as an explosion. How soon and how much is retracted from the ground before it pollutes our water?	Don Balderrama, Rialto, 6/18
Emergency response and public safety training	Provide past and proposed dates of annual public safety training sessions held in Rialto, involving fire departments and other entities such as police departments.	Kathy Thompson, Rialto, 6/18
SOCIOECONOMICS		
GMC Forecasts	Address the particularly applicable GMC policies in the draft EIR. Reflect the most current SCAG population, housing and employment forecasts for region, sub region and cities up to 2035. Review these forecast to determine compatibility with any Project forecasts.	Jacob Lieb, Southern California Association of Governments, 4/23
GMC Policies	Consider GMC policies related to improving the regional quality of life (employment, mobility, urban development, lifestyles, protection of resources, noise reduction), as well as those related to provide social, political and cultural equity.	Jacob Lieb, Southern California Association of Governments, 4/23
Impact in properties / Income	Address the impact on property values and community income. We struggle out here in Rialto to make ends meet. We feel like we're a target sometimes. Other higher income communities would treat this a little different.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
Employment and training	We're in a recession right now; construction is heavily impacted at this time. This is a project that would employ literally hundreds of local people.	Richard Sierra Jr., Labor Union's Local 783 (San Bernardino, CA), Rialto, 6/18
	Local welders working on production welds must have a five years' experience. Professional associations have apprenticeship programs to fulfill industrial work demands. Kinder Morgan has the most stringent test for welders.	Terry Martin, United Association Local 250 (Rialto), 6/18
Franchise agreements	Pipeline construction will also require the establishment of a new franchise agreement with the city of Rialto.	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
Project revenues and community benefits	For half a century, the City of Rialto has received minor revenue for pipeline operation compared to the operator's benefit.	Terry Thompson, Rialto, 6/18
	The company is paying only $187 a year for the franchise fee; it's kind of insulting for the community.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
Project funding	Please specify if the Federal Energy Regulatory Commission (FERC) approved a rate increase to largely cover the pipeline expansion and what is funding this project.	Terry Thompson, Rialto, 6/18
WATER QUALITY AND HYDROLOGY		
Potential spills on water resources	Rialto is facing severe water quality issues and is concerned that the construction of a pipeline carrying hazardous materials will further impact the quality of water the City provides to its residents.	Christina Taylor, City of Rialto Associate Planner, 5/13 and 6/18
	Provide specific information on how surface Waters of the State and/or Waters of the U.S. will be impacted. The EIS/EIR needs to quantify these impacts. Discuss surface water disturbance and provide alternatives and mitigation measures.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
Hydrology maps	Map and delineate any wetlands and other surface Waters of the State and Waters of the U.S.	Mack Hakakian, California Regional Water Quality

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
		Control Board (Lahontan Region), 4/16
Perchlorate in Water table	Take every safety precaution possible to ensure the safety of the Rialto aquifer, and the drinking water within.	Scott Beard, Rialto, 4/1
	Rialto has had some problems with perchlorate in the wells. Many wells have had to close in the past without the proper help from private companies. Those problems set precedence in resident's perception for new projects in the area.	Joe Ayala, Municipal Advisory Board, Rialto, 6/18
Fuel tied into perchlorate	Address water quality and fuels tied into perchlorate.	Mike Story, Rialto, 4/1
Scarce Water Resources	EIR/EIS should address impacts on scarce water resources.	Center for Biological Diversity, 5/11
Stormwater and pollution control on-site	Identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or ground waters. Consider the Low Impact Development method principles.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
	Use approved stormwater best management practices, develop a comprehensive mitigation plan and provide erosion control training for construction and maintenance staff.	Elizabeth Haven, California State Water Resources Control Board (Division of Water Quality), 5/16
Pollution Prevention Plans	Develop of a Stormwater Pollution Prevention Plan and National Pollutant Discharge Elimination System (NPDES) General Construction and Industrial Stormwater Permits.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
Proximity of potable water systems	The proposed 16" petroleum pipeline location must conform with current California Department of Health Services requirements with respect to proximity of public potable water system infrastructure.	Ted Brunson, San Bernardino Municipal Water Department, 5/15
Wastewater and Watershed Recommendations and Policies	Consider watershed management programs and strategies. Consider water reclamation throughout the region where it is cost-effective, feasible and appropriate to reduce reliance on imported water and wastewater discharges. Address current administrative impediments to increased use of wastewater.	Jacob Lieb, Southern California Association of Governments, 4/23
Permits	The project requires a Federal Clean Water Act Section 401 Water Quality Certification from the Regional Board.	Mack Hakakian, California Regional Water Quality Control Board (Lahontan Region), 4/16
	Any water used in the described lands shall be provided by an established utility or under permit issued by the state Engineer's Office. Water used in construction applications is not exempt from seeking the appropriate waivers or permits from the Nevada State Engineer, even if that use is temporary in nature.	Mark Sivalzlian, Nevada State Clearinghouse - Division of Water Resources, 3/25
Interagency coordination	Recommend interagency coordination with the Southern Nevada Water Authority (SNWA) regarding adjacent waterlines – such as the future McCullough Lateral, Clark County Planning and the Clark County Sanitation District.	Stacie Welsh, City of Henderson, 5/15
	Consider that because the Project will involve both the Lahontan Water Board and the Santa Ana Water Board, the State Water Board will take the lead regulatory role for the Clean Water Act water quality certification.	Elizabeth Haven, California State Water Resources Control Board (Division of Water Quality), 5/16

Table 1 Summary of all Comments Received

Issue Category	Issue Characterization	Commenter
Contamination	Address perchlorate contamination imposed by project.	225 Rialto Citizens within 5 miles of project, 5/3
	Address potential risks to the area's water supplies due to placing the pipeline in an active stream channel.	Douglas Sprague, Vulcan Material Company, 5/5
	Address potential impacts on downstream aqueducts of the Metropolitan Water Districts and the well field of the Muscoy Mutual Water Districts.	Douglas Sprague, Vulcan Material Company, 5/5
	Address all site-specific and cumulative impacts to water quality and other aspects during project life-cycle. Prevent or at least minimize or compensate for adverse impacts to water quality through project design measures.	Elizabeth Haven, California State Water Resources Control Board (Division of Water Quality), 5/16

Appendix A

Transcript from first scoping meeting April 1, 2008, Rialto California

MEETING

BUREAU OF LAND MANAGEMENT

COUNTY OF SAN BERNARDINO

PUBLIC SCOPING MEETING

CALNEV PIPELINE EXPANSION PROJECT JOINT EIS/EIR

RIALTO MIDDLE SCHOOL

RIALTO, CALIFORNIA

TUESDAY, APRIL 1, 2008

6:00 P.M.

Reported by: Troy Ray

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

Edy Seehafer, Bureau of Land Management

Rich Rotte, Bureau of Land Management

Carrie Hyke, County of San Bernardino

Allan Campbell, Kinder Morgan Energy Partners, L.P.

David Marx, URS Corporation

Dave Plumpton, Ecology and Environment, Inc.

Erec M. DeVost, Ecology and Environment, Inc.

Emery McCaffrey

Kristen Walker

Julie Stout

PUBLIC APPEARANCES

Doug Sprague

Anna Ulibarri

Gary Earney

Scott Beard

Mike Story

Don Hadley

Edwin Lopez

John Koko

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PROCEEDINGS

MS. SEEHAFER: Good evening, thank you for coming. I'm really happy to see you here.

My name is Edy Seehafer, I'm with the Bureau of Land Management, out of the Barstow field office. And the Bureau of Land Management is the lead Federal agency for this project. So we're hosting, along with the County of San Bernardino, who's the lead CEQA agency.

MS. HYKE: Yeah, I need a microphone. Karoke time. Carrie Hyke, with the County of San Bernardino Advance Planning Division.

And thanks to the Rialto Unified School District for letting us have our meeting here.

We're here to discuss potential environmental issues related to Kinder Morgan project, the Calnev Pipeline.

So we're here to get your input on what kind of issues we should address in the environmental document.

And the scoping period, we're going to say this many times, but it ends May 17th. There will be other chances, also, to provide input to the County and BLM, but this is a first stage in a process that we're going to describe.

MS. SEEHAFER: In addition to that, we have some other folks up here. Rich Rotte is the Project Manager from the Bureau of Land Management, so he has a lot of information on the technical aspects of the project permitting process.

And then we have Kinder Morgan, who's the applicant, who is going to be letting you know about the technical aspects of the project and what it will entail.

And then on the very end there, Dave is the third-party consultant that the County and BLM have hired in order to oversee the NEPA and CEQA process.

Yes.

MR. CAMPBELL: My name is Allan Campbell, I'm with Kinder Morgan, I'm the Permitting Director in the Pacific Region.

MR. MARX: I'm David Marx, I'm with URS Corporation, we're under contract with Kinder Morgan to design and permit the project.

MR. PLUMPTON: I'm David Plumpton, I'm a Project Manager with Ecology and Environment, and we're the third-party consultant to produce the CEQA/NEPA document for the project.

MS. SEEHAFER: What we thought we would do here is give you a brief overview of the project. And when we're done giving the overview, give you an opportunity to provide your comments.

I notice that we already have three cards, okay, up here for people that would like to speak.

If you would like to speak, feel free to send up a card.

There's also cards, in the back, that you can make written comments on. In any case, you can make those comments. If not here, you can e-mail them to myself, at the BLM, or Carrie Hyke, at the County, and that information is in the back, or you can send them in the mail, the old-fashioned way.

And all we ask is that you have your comments to us by the 17th of May.

And the purpose of these comments is basically to identify those issues that we need to address in the analytical process, as we determine what the alternatives are, what the issues we need to study in this environmental impact statement, environmental impact report are.

And so if you have concerns about specific areas, specific issues, we'd love to hear from you now.

I'll go ahead and turn it over to Dave -- or, Allan, you're starting.

MR. CAMPBELL: Yeah.

MS. SEEHAFER: Okay.

MR. CAMPBELL: Again, my name is Allan Campbell, with Kinder Morgan. Kinder Morgan is the parent company of Calnev. Calnev is the partnership that runs the system that we're talking about expanding.

Basically, Kinder Morgan's a pipeline company that operates refined petroleum pipelines throughout the Western United States. So we move gasoline, diesel, and jet fuel from refining centers, to terminals where it is then distributed.

We're not an oil company, we don't own the product that is in the pipeline. We're more, in this region, a transportation company. We provide a service so that a refinery, say, in Carson or Wilmington, down somewhere in the port wants to move product out to the Inland Empire, they'll give us a certain number of barrels and ask us to ship it through our pipeline system to a terminal, out here in the Inland Empire, where it's then distributed to airports, and gas stations, and truck stops.

The system that we're talking about starts here in Colton, receives product from the refineries, and then ships that product up to the high desert and then on into Nevada, into the Las Vegas area.

So delivery points along this pipeline system, the Calnev system, include SCLA, which is formerly George Air Force Base, Edwards Air Force Base, the BNSF rail yard in Barstow. There's a terminal in Barstow that delivers up to the high desert area. It then goes on and delivers to McCarran Airport, in Las Vegas. It goes to the Las Vegas terminal, and then goes on into Nellis Air Force Base, also.

Well, with the growth in the high desert, over the past couple of decades, our pipeline system is out of capacity or is projected to be out of capacity in just a couple years.

So in order to meet the demand of the market, we're proposing to expand the system to allow for additional product delivery through our pipeline system.

We currently have an 8-inch and a 14-inch pipeline. What we're proposing to do is to install a new 16-inch pipeline, and operate the 16-inch pipeline and the 14-inch pipeline to provide for projected growth in the high desert, and then on into the Las Vegas area.

I'm going to let David Marx kind of give an overview of the project.

Are you going to address kind of routing now, David, go through that?

I think he's got a presentation that he's going to talk a bit in more detail about the project.

MR. MARX: Thank you, Allan. URS started working with Kinder Morgan on this expansion project about two years ago. The first thing we did was look at various feasible ways to expand the system.

We completed a feasibility study. And, at the same time, the Clark County and the City of Las Vegas had commissioned a Blue Ribbon Panel, because they were concerned about what was happening to fuel deliveries in their City, in Clark County, and that with their explosive growth they were clearly seeing that Kinder Morgan's Calnev system was reaching its capacity, and wanted to make sure that they evaluated a whole variety of options for delivering fuel to Las Vegas, so that it wouldn't hurt their economy.

So we ended up with a strategy that, as Allan indicated, suggested that building a line, a 16-inch diameter line, from Colton to Las Vegas was the most practical, most reasonable way to expand the system.

And at that time we met with city officials, county officials, Department of Defense, BLM, pretty much all of the agencies, the stakeholders along the route to try and come up with a route that was as -- that could take into account the considerations from as many of the players as possible.

And I will now -- I'll kind of walk through some of that routing. I'll need to step over to the computer, so let me give you this microphone.

As you can see, the route goes from Colton, in San Bernardino County, up to Las Vegas. It's depicted by the green line. Just to zoom in a little bit.

The line will start at the Kinder Morgan terminal, the tank farm in Colton, pretty much run down Slover Street, cross Interstate 10, and then it diverts from the existing line -- and let me turn that on.

The existing line currently runs up Linden. And in meeting with the City of Rialto, there was some discussion about that running up Cactus, instead of Linden, would be a better route because it was a more commercial route, less residential area. So we said, fine, this is a change we can make.

The Rialto Airport Project is in this immediate area. The line goes right through the airport, you can almost see the runway here.

If that redevelopment project moves on schedule, then the project will actually build right adjacent to the existing line.

If that project gets delayed, we're not going to be in a position where we can cut through the runway to put in the new line, so we'll have to go around the airport, and that's what the green line shows.

It then would continue up Linden, cross Lytle Creek and Cajon Wash to the area of Interstate 15, at the 215 Interchange.

It would go through Cajon Pass, following the existing line. Except at the request of the Forest Service we're diverting away from Swarthout Canyon. They did not want another line to go through Swarthout Canyon. So we're basically paralleling, primarily, Cajon Boulevard to 138, following a fire road up to the existing pump station on the system, across the ridge, and then down into the City of Adelanto.

From there the line again parallels the existing line, except for a small section here, in Adelanto. It continues across the desert floor, crosses Interstate 15 here, at Linwood, by the outlet mall.

And you can see that the existing -- again, we have to divert away from the existing line because the existing line, you know, has been built up around, so we want to be outside of the footprint of that shopping center.

Paralleling a line south of Barstow, crossing Interstate 40, and the Mojave River. Continuing on east, in a pretty much across the desert, north of the river.

There's another deviation from the existing line to avoid -- this line is actually on the other side of the railroad, and we looked at whether or not we could built it adjacent to the existing line, discovered that it would be very difficult to get across the railroad, in order to get construction equipment to the other side of the railroad.

So the line will pretty much -- the route pretty much parallels Yermo Road, all the way to the end of Yermo Road, crosses over to the north side of 15, on its way to

Baker.

The next place where the project diverges from the existing line is here, at the Mojave Preserve. The existing line is in the Mojave preserve. This is wilderness area in the Preserve, and the Park Service and the BLM basically said that's not an acceptable place to put the new line.

So run the line north of Baker. A new pump station will be constructed here, north of Baker, as well. The line will continue east, pretty much paralleling 15 to the north. There's a minor diversion here at Nipton Road.

Again, the Park Service would like us not to be in the Park, so we're showing an alternative route. We're showing the primary route, paralleling the existing lines, but the orange line represents an alternative route that keeps us on the north side of 15, out of the Preserve.

Across the dry lake beds in Nevada, this is the Nevada Stateline here. The Ivanpah Airport that's being proposed is right in this area, this dry lake bed area right here.

Again, paralleling the existing line up into the south end of the City of Las Vegas.

The existing -- the new line here will be connected to the existing line to deliver fuel, all the way through Las Vegas, to the Kinder Morgan North Las Vegas terminal here, and a new ladder will be constructed to cross the freeway and connect the new line to the airport, so that jet fuel could be delivered to the airport, as well.

So that's pretty much a summary of the route. I don't know if you're next or it goes back to Allan.

MR. CAMPBELL: I think it's David.

MR. MARX: Okay. And the route -- there are nine D-side or construction site sheets on the wall, at the entrance of the room. That actually has the route shown, so you can kind of look at it a little bit more carefully, if you want.

And, you know, certainly, I'll be more than happy to answer any questions about the routing after the public comment period, when we go into the open house mode.

MR. CAMPBELL: Can we put back up the part of the project overview and the delivery locations? I'll go through that again, because I kind of went through it pretty quick. Can we go to the next slide?

All right, so we currently have an 8-inch and a 14-incher, as we've been talking about, that goes from Colton to Las Vegas.

Go ahead. The products that are transported in the pipeline system, it's not crude oil. Sometimes people call it a gas line, but it's not a natural gas line. These are refined petroleum products. It's gasoline, diesel fuel and jet fuel.

The delivery points are Edwards Air Force Base, SCLA, which is formerly George Air Force Base. The BNS Barstow Yard. The Barstow terminal, which is our terminal. And then, you know, there's truck racks that the trucks that you see, delivering gasoline to your local gas station, up in the high desert, they come to the Barstow terminal, pick up gasoline and deliver to gas stations up in the desert.

I failed to mention that it also delivers the Marine Corp Logistics Base in Barstow. It delivers to McCarran Airport.

It goes on into the Las Vegas terminal. The same kind of situation, it goes into tanks, like you see over here on the south side of the freeway, on Riverside, it goes into truck racks that then, you know, deliver to trucks that can deliver to gas stations up in Las Vegas. And then we then also pump over to Nellis Air Force Base.

Let me see the next one. Quick numbers. Current system capacity is about 156,000 barrels a day. Our projections of growth suggest that we need a system that will be able to go up to 200,000 barrels a day. That's what we're proposing.

The system will consist of the existing 14-inch, and about 233 miles of new 16-inch. The 8-inch line will be emptied of the products that are in it, it will be filled with nitrogen, and it will be idled in place.

It won't be taken out of the ground, but we'll maintain it as an asset that we keep cathodic protection on and maintain against some potential future use.

Terminals and pump stations that we operate along this system are Colton. The Colton Terminal, which is just down on the other side of the freeway, on Riverside.

The Barstow Terminal. There's a pump station in Baker that we're going to build. We have an existing one there that pumps on the -- no, it pumps on the eight-inch line. And we're going to build a new pump station on the new line, on the north side of town, because the existing pump station sits within the Mojave National Preserve. So we're going to build on the north side of Baker, build a new pump station there.

There's a pump station that we call Valley Wells, which is near Cima, and we'll maintain that. And then, of course, it will go into the Las Vegas terminal, as well.

Go ahead. Let me talk about construction a little bit, because that's probably one of the things that you're interested in.

The construction period for the project, we're expecting to be about a year long for us to build this whole 233 miles of new system and configure it as we're proposing.

The construction at any individual place is probably three to four weeks kind of timeframe.

In cities, what you're typically see is you'll have a number of separate crews come through. First, you have survey crews that come through and mark where the line's going to be. Then we have crews that come through and cut the pavement, crews that come through and do trenching.

The trenches, of course, in populated areas, will be covered at night or otherwise protected. If they're in streets, of course they're covered with plates when we're not working on them.

In other areas, we'll have other kinds of protection so that we don't have an open trench hazard.

Then you'll have crews that come and lay out the pipe, weld up the pipe, lower it into the trench, backfill around the pipe, compact and repave if it's in streets.

We've got some pictures on the two boards back here. Typically, when we talk about pipeline construction, we think about cross-country crews, which sort of have one way of operating, and then city-build crews, which are kind of smaller and they move a lot slower in terms of miles per day.

But typically, in any one place, you know, the disruption's probably on the order of a three- to four-week kind of timeframe.

I'd encourage you to take a look at some of the pictures to kind of get a feel for what we're talking about.

All right, I'll turn it over to David.

MR. PLUMPTON: Okay. thank you, Allan.

Well, we've heard about what we're doing, how about a little bit about why we're here.

The purpose of public scoping is so that we can provide you a description of the project, rough time tables, construction methodologies, and the like, so that we can then get feedback from you, based on your new understanding of the project.

This interval, as others throughout the process, are administratively mandated so that you can provide your feedback to help inform this project.

We'll then use your feedback to help focus the environmental analysis.

In terms of the environmental review, this project is being done pursuant to the National Environmental Policy Act, and for which the United States Bureau of Land Management is the lead agent.

It's also being done to satisfy the California Environmental Quality Act, for which the County of San Bernardino is the lead agent.

The actions that will be undertaken for this project, or that are proposed for this project, that actually trigger involvement by these agencies, include the need for a right-of-way grant to traverse property that's administered by the Bureau of Land Management.

And also the need to amend the BLM's California Desert Conservation Area Plan.

In terms of the County, we need a conditional use permit for the project, as well as a franchise agreement for pipelines crossing lands administered by the County.

In terms of NEPA and CEQA, there's several objectives that we have. These are just a few of them, but it provides a good overview of the process and where the public fits in.

Really, the idea is to identify key issues to help us to focus the environmental analysis. And another source of public input is identifying a reasonable range of alternatives to the proposed project, to also be included in that analysis.

This is all geared towards presenting in an objective manner and disclosing environmental impacts that are associated with the proposed project, as well as the alternatives, themselves, to that project.

Everything is geared towards identifying those impacts, so that we can propose mitigation measures, where needed, to avoid having that impact, or mitigating those impacts that are deemed to be significant.

Everything is intended to help inform the Agency decision-makers. This is ultimately a decision document.

And, lastly, to encourage public participation in this whole process.

There's roughly six stages that we'll proceed on when conducting the environmental impact statement, environmental impact report. Again, this is a joint document, intended to satisfy the requirements of both NEPA and CEQA.

When doing a joint document, it's not like two separate documents we'll be doing, it really -- it works to the higher standard of either agency.

The first stage is the notice of intent, pursuant to NEPA, and notice of preparation, pursuant to CEQA. That really starts the process.

This went out March 14th, which really started the scoping period. This is the first public scoping meeting. Tomorrow we'll be in Victorville. The day after, Thursday, we'll be in Las Vegas.

There's a 15-day, 15 calendar day interval before the meetings are held and afterward, for public comment.

After the closure of the scoping period, we will begin to draft the joint environmental document. This is expected to be available in the fall of next year.

More on the contents of the environmental document a little bit later. But, briefly, this describes the project, the environmental setting in which the project's proposed. It describes the alternatives. Environmental consequences to those alternatives, it provides a disclosure of impacts mitigations.

Again, more on that later, but that's the contents of the draft joint document.

When the draft is prepared we again -- it will be circulated for a public comment period that includes an interval of 90 days. And we'll have more detail on this as well but, again, this is a time for the public to review and comment on this document, the draft joint document.

This review feeds into the final EIS/EIR, which is expected in the spring of 2009. What happens in the final is that a summary of response to the draft document, responses to the draft are included, as well as a response to the comments that were received on the draft.

AUDIENCE MEMBER: You must mean spring of 2010.

MR. CAMPBELL: No, it's really fall of 2008 that's the --

MR. PLUMPTON: Oh, look at that. Nice catch.

MS. SEEHAFER: Fix that for tomorrow.

MR. PLUMPTON: We will have to, we'll make a note. Thank you.

After the final is completed, the BLM will publish a record of its decision, and the County will publish a notice of determination. This follows a 60-day interval that includes a 30-day protest period and a 60-day Governor's review.

A little bit more about the public participation process that's administratively embedded within the preparation of this joint document.

Again, you know, it begins with the public scoping process, and scoping just involves providing the information that's available on the proposed project, at this point, to the public, to begin getting feedback.

Key issues, key concerns help to devise alternatives to the proposed project, helping to formulate mitigation measures that may not have been identified otherwise. There's several reasons to hold public scoping and this is the initial phase.

This began when the notices went out in the local newspapers to affected landowners, other stakeholders, State, local and Federal governments. This notice was also published in the Federal Register and delivered to the State clearinghouses in both California and Nevada.

We also held a series of agency meetings with affected agencies, and interested agencies, to get their feedback, as well.

Now, this all feeds into the draft EIS/EIR. A Scoping Summary Report will be prepared after this initial round of public scoping meetings.

More on the draft EIR can be found there, as well. It's available as you entered, so that if there's any questions about that, there's a little bit more details available there.

But this tells a little bit about the contents of the draft EIS/EIR. Again, a description of the proposed action and alternatives, an analysis of the environmental impacts, and provision of mitigation measures. I think this is pretty well self-explanatory.

The public comment period that happens after the draft is prepared, again, is an opportunity for the public to provide feedback on the draft, itself, and help shape the final environmental document.

Again, notices will be mailed. The document, itself, will be mailed and circulated. Another round of public hearings, I believe three are planned, will happen during the draft phase.

And again, the final environmental document will include a summary of the comments that were received, as well as the response to those comments.

In the end we have, hopefully, a final EIS that satisfies the needs of NEPA, and an Environmental Impact Report that goes to the County for CEQA purposes.

MS. SEEHAFER: Dave, if I can just jump in. As far as BLM is concerned, right now we have a proposed action from the applicant. They've taken into consideration some of the preliminary feedback from the agencies. We haven't yet heard from the public.

When we get all of your feedback and when the analysis is complete, then the agency, the BLM will identify a preferred alternative.

So this is the applicant's initial proposal. We won't identified our preferred alternative until before the draft EIS is released, when we have the results of both public comment and the analysis.

And so you will get from us, in that draft EIS, our preferred alternative. Then you'll have another opportunity to comment on that and to provide additional information that we may have overlooked, or any other information that otherwise might affect our selection of an alternative.

And then, when we release the final EIS, it will include those additional comments and we will identify a proposed alternative.

And then based on that final EIS, and anything that comes in the subsequent protest period, the field manager for our office and the County's Board of Supervisors will make a decision.

So in terms of our decision-making process, we're at the very beginning. And a lot of what we have to say will come after your public comment period and after we get the results of biological surveys, geophysical surveys, archeological surveys, any other sorts of information that might indicate whether this project should move forward and, if so, along what alignment. So I just wanted to clarify that.

MR. PLUMPTON: Thank you, that's a good clarification.

Do you want to conclude on public comment, we go straight from here to speaker notes?

MS. SEEHAFER: Sure. Unless you want to?

As far as public comments, we have three cards so far, I'm happy to start with those. Again, if you don't feel like getting up in front of a microphone, don't be discouraged, we take comments in all shapes, and sizes, and forms. And as long as you can get them to us by May 17th that actually -- we're not going to not listen to your comment if it's not submitted by May 17th, but that helps us in terms of before we ever start our analysis we like to have a full spectrum of issues that might feed into alternatives.

And so the sooner you can get us information, if you can meet that May 17th deadline, then when we start our analysis, we're not missing some key information that you might be able to provide to us.

Yeah?

MR. SPRAGUE: In terms of comments, do we comment to both the County and --

MS. SEEHAFER: Either/or.

MR. SPRAGUE: And that will go into both processes.

MS. SEEHAFER: Yes.

MR. ROTTE: We talk to each other.

MS. SEEHAFER: Weekly. Sometimes daily.

Yeah, you want to say that again, for the record?

MR. SPRAGUE: I'm sorry, this mike?

MS. SEEHAFER: Just give your name and ask your question.

MR. SPRAGUE: Yeah, Doug Sprague. I just want to make sure that the comments that we submit go to one agency, they would go to both agencies to figure into both processes?

MS. SEEHAFER: That is definitely the case.

MR. SPRAGUE: Okay, thank you.

MR. ROTTE: And will copy the other agency. If we receive it, we'll provide it to Carrie, and if Carrie receives it, she'll provide a copy to us.

MR. SPRAGUE: Okay.

MS. SEEHAFER: And at the end of the scoping period, we will prepare a scoping report that includes all of the input that you've given us, so you will be able to see that scoping report on the BLM website, the County website. So you will be able to take a look at that, and if you see something in there that you don't agree with, raise your hand.

But our intent is there to let you see what kind of input you gave and how we're translating that into issues we're going to look at in the document.

MR. ROTTE: Do you want to do the advisory?

MS. SEEHAFER: No.

MR. ROTTE: Okay. I'll just kind of -- and I'm not going to get the wording correct, but advisory is because we're the BLM, we're a public Federal agency, and we're subject to the Freedom of Information Act request. If you provide us your name, address and contact information on a comment, we may not be able to withhold that information, if somebody requests all comments and commentors and a Freedom of Information Act request.

At a minimum, we need some way to identify you. It can be Fred, Fred I. But if you do provide us your name and address, we may have to give that information to somebody that requests it under the Freedom of Information Act.

MS. SEEHAFER: In all cases --

MR. ROTTE: But there's some more formal wording for that.

MS. SEEHAFER: And in all cases, if you represent an organization or if you say you're representing an organization, or a company, you're subject to -- your information is subject to release.

Let's go ahead and start with the comments, then. You want to read it off?

MR. ROTTE: Well, these are speakers. And I may have shuffled these.

I'm going to say this wrong, Anna?

MS. ULIBARRI: Ulibarri.

MR. ROTTE: Okay.

MS. SEEHAFER: Say it again for the --

MS. ULIBARRI: My name is Anna Ulibarri, I'm representing the Rialto Unified School District, I'm the Director of Facilities.

And I'm here to just basically touch bases. I'm sure you're aware that we cannot built schools within 1,500 feet of a pipeline, and that's per Ed Code Section 17213.

So we have some real concerns about the locations of the pipeline. A concern that now that I just heard that we will have an 8-inch pipeline on Linden, a 14 and 16 on Cedar -- or, excuse me, on Cactus. And so that kind of prohibits some of the areas of where we may, in the future, be able to build schools.

But in addition, I would also like to address that any location, because you will be moving in some close proximities of current, existing schools, our request is that you do not locate that pipeline within 1,500 feet of any of our schools. Security issues.

And although the existing schools are already there, we would have to provide some kind of mitigation to the California Department of Ed, should you relocate close to us.

So that's our concerns and our comments. We will be addressing that through the EIR, we'll submit our school map and the locations of the schools, so that you can identify them.

And our request is for you to carefully consider keeping that as far away from our schools as possible.

Also, you're aware, we do have a school sited in the Renaissance project, so we'd like to make sure you stay clear of that. We've been working with Lewis on siting that.

So those are just some of our requests. We'd like to be updated and informed. And as you're aware, the protocol for our stage one, two, and three pipeline studies have become very complicated, and I don't want to have to go down that process for existing schools.

So if you can help us out, we would appreciate that, and we will address that during the comment period.

MS. SEEHAFER: And then is this your -- are you going to be the primary point of contact, so we can just use that information?

MS. ULIBARRI: Yes, I will be, yes.

MR. ROTTE: And we have her information.

MS. SEEHAFER: Okay, great. Thank you.

MS. ULIBARRI: You're welcome.

MR. ROTTE: And I'm probably really bad with names. Gary Earney?

MR. EARNEY: Thank you. I'm Gary Earney, and I'm here tonight as a private citizen. However, I'm relying on 25 years of experience working with the U.S. Forest Service, managing the Cajon Pass Utility Corridor, and all the utilities therein.

There are 20, plus or minus, utilities out there and they all net down to a width of about one mile at Blue Cut. And I'm going to have fun here, because this is my first time to be on this side of the podium in 37 years, and I won't have to do any work after tonight.

(Laughter.)

MR. EARNEY: I have eight brief comments, which I'll follow up in more detail on a written input.

First of all, I'd like to ask that when you go through the National Forest area you use a much higher number of safety valves than you would otherwise. That's because of the cumulative impact on Cajon Wash from those 20 plus or minus utilities. That cumulate impact comes from normal runoff, and rain, and storm events from the railroad debris, highway debris, et cetera, et cetera, crashes on the railroad and on the highway. And you can imagine how all that stuff eventually gets into Cajon Wash, where we have T&E species and sensitive species.

Also, you may not know this, but Cleghorn Canyon is a proposed research natural area for the Forest Service. RNAs have a higher level of protection than wilderness areas do. Cleghorn Canyon was chosen as an RNA primarily because it is a critical wildlife linkage through Cleghorn Canyon, down across Cajon Wash. So any damaging affects to Cajon Wash impact the viability of that crossing area.

My second concern deals with crossing the San Andreas Fault. Most of the utilities we have out there, now, were not constructed with long-term viability and earth movement in mind. There are techniques, nowadays. For example, bedding your pipeline in sand, et cetera, such that the pipeline pops out in any earth movement, as opposed to having it shear or break.

I'm not an engineer, I don't know all the details of that. I know the technology is out there. Using that kind of technology in conjunction with increased safety valving in sensitive natural areas can help us all out in the long run.

My third point deals with vandalism. As 20-year law enforcement officer in Cajon Pass, I dealt with a lot of different types of vandalism. This was prior to the age of metal thieves.

I would encourage you to harden your facilities and bury them, if you can.

This leads into some terrorism concerns. Within one or two hours of the 911 attack, as a law enforcement officer, I was critically aware of what damage could be done in Cajon Pass. And I won't say any more in a public forum, but I'm sure you're sensitive of that.

My fourth concern deals with space in old Route 66. I would ask that you install your facilities in a manner that leaves as much surplus space in the old road bed as possible, for future utility users. Eventually, we're going to have a real bottleneck problem in Cajon Pass with utilities, at least in the next 50 years. And to the extent that you can help us out there, that's going to help everybody in the L.A. Basin.

My fifth concern deals with maintenance. I'm not quite sure what kind of maintenance access roads you're going to have. You don't have any right now, generally, for your 8- and your 14-inch line.

But relative to the law enforcement experience I've had there, and the vandalism issues, any minimal visual attraction or physical accessibility that you provide is going to draw illegal OHVs, vandals, metal thieves, yackity-yak. And that kind of activity is very concentrated in Cajon Pass, much more so than I would think it is in the high desert.

I would also ask you to coordinate your spraying activities with the U.S. Forest Service, so that the sprays that you use for herbicides, et cetera, aren't detrimental to the flora and fauna up there.

My sixth concern deals with having hardcopy documents available at main public libraries, instead of having the public comment electronically. I'm sure you'll do that, but that's just a gentle reminder.

My seventh comment deals with involving the U.S. Forest Service and their specialists, and paying particular attention to what they have to say regarding the 19 miles that your pipeline will follow in the National Forest. Actually, it will be less than 19 miles because you're not jogging over to Swarthout. I didn't know that until tonight.

My eighth and final comment deals with visual impacts. For 25 years I had a program of requiring utilities to dye concrete, et cetera, et cetera, such that things blended in to the environment better.

We have a pretty stringent visual management plan for Cajon Pass, as part of the San Bernardino National Forest Management Plan, and that helps preserve the scenic beauty for the public that travels up and down the pass.

One final thought is that if you're going to be the 19th, 20th, or 21st utility out there, the issue of cumulative impact is really critical on the National Forest environment, and I ask you to do everything you can, within reason, to minimize your impacts.

I know things are not a hundred percent mitigatable, but if we can do things that are within reason, I'd appreciate that.

Thank you for your time, I appreciate it.

MR. ROTTE: Although they're not here, Jason Collier, with the Forest Service, the Forest Service is a cooperating agency. And from an agency point, we've been working with Jason Collier, of the San Bernardino National Forest.

MR. EARNEY: Thanks. I hired Jason and trained him, I'm pleased to hear that.

(Laughter.)

MR. ROTTE: Good, I hope you have confidence in him?

MR. EARNEY: I do.

MR. ROTTE: And we're also working with the U.S. Marine Corp, they're cooperating -- they've chosen to be a cooperating agency, and Sharon Ott is with the U.S. Marine Corp, and that's the Nebo and Yermo Annex of the Marine Base, out by Barstow.

I just thought I'd let you guys know that we are participating with and we have other Federal agencies that are cooperating.

MR. EARNEY: Thank you.

MR. ROTTE: Now, Scott, and I think it's Beard?

MR. BEARD: Yes.

MR. ROTTE: Okay.

MR. BEARD: Hi, my name's Scott Beard, I'm with Beard Realty, here in Rialto. I'm a consultant for both Lytle Development and LHR, both their projects.

I'm sure Lytle will comment extensively. I know you guys have met with them regarding the crossing across the Lytle Creek Wash.

However, one of the concerns that we share at LHR, along with Anna, is the leaving this 8-inch line in Linden Avenue which greatly -- well, in fact, it just about eliminates our ability to place a school on the renaissance project, and we'd really like you folks to revisit moving that line across the airport properties, if there's any way to accommodate that. Not only from a development perspective but, also, it will prevent us from eliminating -- from placing a school on that site, anywhere within the Rialto Unified School District.

As a long-time resident of Rialto I'm concerned, as you folks are aware, we've had pretty extensive issues with perchlorate in our water table. We have an extensive water table underneath Rialto, extensive aquifers. And, you know, we have additional concerns as you expand this pipeline, and would hope every safety precaution could be taken to assure a continued smooth operation as you've had for many years, decades through Rialto.

A lot of people don't even know that the Linden pipeline exists. But it's a concern that's ever-increasingly on our minds. The City has spent in excess of $20 million, so far, to try and bring the polluters to task.

We're obviously concerned that a pipeline breakage would create a huge problem for us with our water supply. And in addition to that, any disturbance that gets created around the existing pollution areas, which I don't think you guys are going through, adds some additional concern, as that seems to be what sort of triggered this perchlorate issue to begin with.

The other issue, of course, is the earthquake faults that run through the Cajon Pass area, Lytle Creek

Basin, down along the golf course, and that entire perimeter of the Lytle Creek Wash.

We would again hope that you would make the appropriate construction requirements that would deal with the safety issue there.

One question I had, you said if the airport project was delayed you would be forced over to Ayala. My understanding was the City had asked you to go down Ayala.

If the airport project isn't delayed and is on your timeline, what does that mean? I mean, are you going to --

MR. CAMPBELL: In talking -- we've met with Lewis, we've met with the City. You know, it's been a little bit back and forth in terms of preferences. Frankly, we're open to either one.

We're prefer to have the new pipeline adjacent to the 8-inch through the airport. And I think Lewis has kind of -- I think it works within their development, at least the most recent ones that I've seen from them.

So we're talking with Lewis, and we're talking with the City, as well. Really, we're open to either of those alignments.

MR. BEARD: All right. Well, the question then becomes if we align it on Ayala, will you take out the 8-inch line going through the airport?

MR. CAMPBELL: We are not planning to take the 8-inch line out.

MR. BEARD: Is that something that's completely off the table?

MR. CAMPBELL: Well, that's not part of our planned project, but you can certainly make that as a suggestion.

MR. BEARD: That's actually all my comments, I just wanted to throw those on for the record. Thank you.

MR. ROTTE: Mike Story, City of Rialto.

MR. STORY: Okay, I'm Mike Story, I'm the Director of Development Services for the City of Rialto. And a number of you I know and have met with on occasion to go over this stuff, especially with Carrie, and everyone with Kinder Morgan and everything.

So we'll be making, obviously, formal comment regarding this. But just to get on record and to make sure -- my role is to make sure the information gets out accordingly, the pieces that are going through Rialto, and the community is aware of what's going on with it.

You can blame me or make me accountable for it, I'm the guy that called the Sun Newspaper to make sure there was an article in the paper, to make sure there was some notification with it, and we just want to make sure that there's proper notification to deal with that.

Obviously, all of the areas that have been identified to be look at in the environmental are very keen. We'll be making, obviously, formal comments to those items. You'll get more of a generic version of it for the notice of prep but, obviously, when we get to the EIR, the draft document, we'll make more specific comments.

Just to highlight tonight, the key ones with us is obviously with land use, as you've heard this evening. Obviously, with schools, with the Renaissance project at the airport, Lytle Creek, how that's going to impact Rialto in the future.

I mean, we're already being impacted by the economy and everything that's going on now. We don't want to see anything like that continue, even something that's as important as the pipeline through the City of Rialto, and then through into Nevada.

Second, the thing that we're concerned about is transportation and traffic. I mean, how is this going to impact the ability of our residents and our business people to move around, and how that's going to really impact our streets. I know it says you can get stuff done within a month, or whatever that is, but it's very difficult for people to get -- we're a very linear city, how to get through the community to make that stuff happen.

So traffic, and how that's going to be done with lane closures or, you know, traffic control plans, or whatever that might look like and how we can coordinate those efforts.

And just as was mentioned regarding water quality and stuff. You know, any time we talk about jet fuel, or any type of fuel, it always gets tied into perchlorate, and we're dealing with some really significant issues, obviously, with that particular thing that we've had to deal with.

So some things that I just want to put on the record tonight is if we could, at the City, or maybe some of the people we can get a copy of the Power Point presentation, itself. If we can get a copy of that, so we can share with people that come into the City, and with our City staff.

Also, a copy of a notification of who gets notified of this. I mean, not just in the newspaper, or however it might be, but what property owners, how we can recommend how to contact the people that are along that alignment and need to be made aware of what's going to be happening.

And finally, at the request of my City Council, which I wish they could be here tonight, but they're in a meeting down, about a thousand feet south of me here, and none of them could be here.

So they sent me up here and I still got to go back there and make another presentation.

So if you could, or someone from the County, or BLM, or Kinder Morgan could come and make a brief presentation to our City Council, of this project and what's going on, and make them aware of it, and so they can make some comment.

I know that's not -- that's a little bit above and beyond, but after some of the discussions we've had with Kinder Morgan and things, I think that would be a good faith effort and a good gesture to be able to come and do that, and we can arrange a time to be able to do that.

MS. SEEHAFER: Well, that's great because the answers are yes, yes, and yes.

MS. HYKE: Always. Can we call you, Mike, about setting the meeting up?

MR. BEARD: Yes, I'm the contact person. I may have another staff person working on it, but I'll be the main contact because I've been the one meeting with the people regarding it.

MS. SEEHAFER: And I'll work with Dave to get you a copy of that Power Point presentation. And we're actually putting together a map of everybody who got the notifications now. So when we have that, we'll get that to you.

MR. ROTTE: And during the scoping period, we're planning on coming back to Rialto, again, for some other reasons, to maybe we can incorporate the briefing to the Council at the same time, and time it, and come back and we'll just have a big party.

MR. BEARD: Okay, very good. Thank you.

MS. SEEHAFER: Does anybody else have any comments, that didn't have a chance to make out a comment card?

MR. HADLEY: Yeah.

MS. SEEHAFER: Come on up.

MR. HADLEY: I filled out the form up there, but I don't know what happened.

Okay, my name is Don Hadley. I'm a resident of Rialto, so I'm concerned of where the pipeline, et cetera, is going to be. And one of the things I haven't really seen in here is a detailed map of the City of Rialto, showing where the construction will be. Is that going to be available, so we would know that?

MR. CAMPBELL: Well, we can make that available. There's one on the wall or --

MR. HADLEY: Just for Rialto, for the City of Rialto.

MR. CAMPBELL: There's on up here of the City of Rialto, and I think it shows pretty clearly on one of those back there.

MR. HADLEY: I'd like to have one that I can understand, like the streets where it --

MR. CAMPBELL: Sure, we can talk about that, we'd be happy to do that with you.

MR. HADLEY: Okay, I would like to have that.

MR. CAMPBELL: Yeah.

MR. HADLEY: The other thing I'm concerned about and I don't quite understand, you have an existing pipeline through that, now, at eight inches. And are you going to put the new one parallel to that old line all the way through?

MR. CAMPBELL: Generally, yes, except at places where, in talking with the City, or other stakeholders, they have requested that we move away from it.

We spent a lot of time evaluating whether we want to put the new one parallel to the existing one in Linden, but in talking with the City, the suggestion was made that maybe Cactus would be a better alignment because it's wider, not as many residents as driveways enter Cactus, as do Linden.

Our perspective is, you know, Cactus is probably a little easier construction because there's more width but, you know, frankly, either one's probably okay with us.

MR. HADLEY: Okay. Out of curiosity, why are you going to eliminate the old pipeline, why not continue to use that so you'll have an extra amount of fuel that you could pump through?

MR. CAMPBELL: We don't need that capacity right now.

MS. SEEHAFER: The other thing is that the right-of-way for that line will be ending in the reasonably foreseeable future, and for them to get that renewed, it would involve a substantial amount of work just based on when it was put in.

And so by idling it, getting the material out of there, then it's no longer an issue in terms of fuel.

MR. HADLEY: Okay. Is that another reason that you're not putting the new line adjacent to the old one, then, because that --

MS. SEEHAFER: Not specifically, no.

MR. HADLEY: Okay.

MR. CAMPBELL: You know, I should say that once we put in the new line, the 16-inch and the 14-inch will have adequate capacity, and we don't think we'll need the 8-inch line.

MR. HADLEY: Okay. From a construction stand point,when you're going through the City of Rialto is my main concern, do you have limits as to what length that you're going to be putting in? I mean, you're not going to deal up five miles of trenching at the same time, you're going to dig it up, fill it, put the line in and fill it up in short sections, so we can not have it contaminated up there?

MR. CAMPBELL: You know, it will be -- it will be a progressive thing where pavement will be cut, trenches will be made, and they'll cover it up. They'll come in and they'll do a block or so, and then they'll move on.

MR. HADLEY: Okay.

MR. CAMPBELL: The crews kind of move -- the way I think of a pipeline crew, it's like an assembly line, but the crew moves and everything else stays still. As opposed to, you know, a factory, the factory stays still and everything comes through it.

MR. HADLEY: Yeah, so they can go through an area --

MR. CAMPBELL: You have about four or five crews and they move one after the other.

MR. HADLEY: Okay.

MR. CAMPBELL: Okay.

MR. HADLEY: Okay, yeah, it -- oh, I'm sorry.

MR. CAMPBELL: That's kind of the way that works.

MR. MARX: And the other thing that I wanted to point out is that the construction of this pipeline, for all intents and purposes, will not be any different than a water line, a sewer line, or any other utility that's constructed in the street.

MR. HADLEY: Okay.

MR. MARX: I mean, you'll see the exact same kinds of equipment, the exact same crews, the exact same timing for any other infrastructure project.

MR. HADLEY: I asked that, I'm a retired safety engineer of some 20 some years. And I had seen situations in the past where they would dig a line, whether it be draining or whatever, and they were going longer than they could quickly close up the back part, and you had an extended open area where it was dangerous. So that was my concern for that.

MR. MARX: We don't envision that, no.

MR. HADLEY: Okay, final thing. The three different types of fuel that you're going to be pumping through there, how can they do that? How can they do diesel fuel and then, okay, we're going to shut that off, now we're going to put gasoline, now we're going to put -- how do you do that?

MR. CAMPBELL: Well, you know, what happens is the shipments of an individual product are pretty -- you know, it's a pretty large shipment, say, of diesel fuel that they want to move, so it might occupy several tens of miles of the pipeline system.

If it's then followed with gasoline, it might have several tens of miles of gasoline. So the area where they mix is actually pretty small.

When it gets to the terminal, we open the valve that goes to the diesel tank. When it starts to get into the mixing area, it goes to another tank that we call the trans-mix tank.

And then, when it gets to the gasoline, we open the valve to the gasoline.

So on a percentage basis, the mixing area's very small. And that material then gets transported and recycled into fuels again.

MR. HADLEY: Okay.

MR. CAMPBELL: So it's a small amount of loss overall.

MR. HADLEY: Yeah, I couldn't understand how you could not contaminate the fuel that was already there, you know, in getting it through there.

Okay, thank you very much, appreciate it.

MS. SEEHAFER: Thank you. Anybody else have some comments?

MR. LOPEZ: My name is Edwin Lopez, resident. I was just wondering, and you answered the question for this gentleman, about the different types of fuels that would be used.

So just to be sure, it's going to be two different pipelines, one of which is --

MR. CAMPBELL: There's a 16-inch that -- the proposed project is a new 16-inch that will be put in, and the 8-inch pipeline will be idled.

The 14-inch pipeline takes a different route along the railroad, and doesn't go up the Linden alignment.

MR. LOPEZ: Okay.

MR. MARX: So, basically, the 8-inch and the 14-inch line are there now. The 8-inch was constructed in the 1960s. The 14-inch line was constructed in the 1970s. And we're proposing a new, 16-inch line, generally paralleling the 8-inch line.

MR. LOPEZ: So a new 16 line, not touching the 8-inch or the 14-inch at all?

MR. CAMPBELL: We'll take the 8-inch, we'll idle the 8-inch, so the 8-inch won't be in service. We'll have a 14-inch line, that's existing, and we'll have a new, 16-inch line.

So we'll still have two lines. We have two lines now, they're 8 and 14. We'll have two then operational, it will be 14 and 16.

MR. LOPEZ: Okay. And my next question is, is this something that's really necessary? Was it proposed by you or was it requested by State agencies or local agencies?

MR. CAMPBELL: You know, it's based on our projections of the growth of the market. And certainly, in the Las Vegas area, they were concerned enough that the County had what they called a Blue Ribbon Commission on their security -- or not the security, but their ongoing growth of their fuel needs, both at the airport and within the community.

So it's pretty widely recognized that there's been a lot of growth up there.

Those kind of issues will actually, I think, be addressed in the purpose and need portion of the EIR/EIS.

MR. LOPEZ: And the next thing is what is being done to reach out to the residents to let them know about what's going on? Is enough notices being passed out, I mean, besides newspaper articles and -- for future meetings, will residents know exactly what's going on?

MS. SEEHAFER: Yes. And, basically, what our strategy is to notify the folks along the alignments, and then also publish in papers, and on our websites, and in the Federal Register for other folks that may not be located along the alignments, but are interested because they have issues associated with the alignment.

And so that's our basic strategy. And because we know that folks here, in Rialto, have a lot of concerns that they've raised with us, we're going to be coming back to

Rialto, too, and we probably will tie that in with the, hopefully, the briefing with the City leaders.

But that's our strategy. And if, for some reason, we've missed somebody that you know about, you know, our mail lists are not perfect, and we're more than happy to get feedback from anybody that didn't get a notification. Because sometimes, you know, we have old addresses or somebody just doesn't get noticed. But that's why we're coming back.

MR. LOPEZ: Okay. Yeah, just because, you know, there's residents who may not live right on Cactus, they live maybe two, three blocks away from it and, you know, there's safety issues. I don't know if that will be addressed in the EIR in terms of potential -- potential for explosions or anything of that sort.

You know, I don't -- you know, the last thing the residents want is a huge explosion going on. So that's it.

MS. SEEHAFER: Thank you. If that's it for the public comment, I just -- oh, come, come, come.

MR. KOKO: Good evening, my name is John Koko. I'm actually here as a developer, representing a landowner for a piece of property in Victorville.

I know that tomorrow there's a session going on but, unfortunately, I'm not going to be able to attend, so I thought I'd take the opportunity and address a couple comments and concerns.

Is there a way we can pull up the Victorville 395 corridor on that, on the Power Point? I know you guys had -- there was a map.

MR. ROTTE: Dave Can.

MS. SEEHAFER: Yeah, he can do anything.

MR. ROTTE: Sorry, David, but I know you can.

MR. KOKO: Well, while he's doing that, a couple of concerns from the landowner's perspective. We have roughly about a nine-acre parcel off of Highway 395. One of the questions that have been asked was --

MR. PLUMPTON: 395 and?

MR. KOKO: This would be Victorville, Adelanto.

MR. ROTTE: He means what's the cross street?

MR. PLUMPTON: What's the cross street? 395's pretty big.

MR. KOKO: Oh, the cross street would be -- yeah, excuse me, Luna. Luna would be the nearest, between Luna and Dos Palmas.

Right where your icon is would be the general location.

MR. ROTTE: Oh, so you're right in there?

MR. KOKO: Yeah. Yeah, see there's the 18, just go further south. Right -- right there. Okay. Or, actually, it's the parcel just south of that, but general location.

With Cal-Trans, one of the questions we're asking internally is what's the relationship with that agency and how are you guys dealing with acquisition of right of way, if it is required for this proposed 16?

And has there been a design or a schematic plan showing, you know, what additional right of way will be required for that section?

MR. MARX: We are right now, as has been mentioned several times today, we're in a very preliminary stage of the project. We've basically developed the route based on the feedback that we got from various public officials, and agency officials along the way.

The normal process that we would go through is that once the route moves into a detailed engineering phase, which is going to happen, probably, in the next two to three months, we will actually file an application to Cal-Trans for any crossings, or any longitudinal encroachments that are desired or required for the project.

And the full, detailed design and engineering sheets that would typically be part of any project, or any Cal-Trans project would be developed for those applications.

You know, that being said, we certainly are -- because we haven't started detailed engineering at this point, we would like very much to meet with any developers along the way, as well as we'll have preliminary discussions with Cal-Trans before we actually file, to make sure that we engineer an area, the route in an area, the pipeline in an area that the Cal-Trans is happy with and, to the extent possible, that the adjacent property owner is also happy with.

We know that there are various setbacks in both the City of Victorville and the City of Adelanto. Putting a pipeline in a setback is a great place to avoid impacts to the development to the property, it keeps it out of Cal-Trans' right of way.

So that's kind of the ideal location, especially if a property hasn't been developed, yet.

But again, I'm glad you're here today, I'm glad you brought that question up, because we'd love to have the opportunity to work with you to develop a design that works -- works well for Kinder Morgan, works well for you, and works well for Cal-Trans.

MR. KOKO: When dealing with Cal-Trans, will there be an expedited process? Because I know on the development side, when you're dealing with agencies such as -- you know,that magnitude, and especially Highway 395, there can be a delay process?

And the reason why I'm asking is I am in the development business so, obviously, in the sense of time schedule for construction and/or in the event that, you know, I want to procure a sale, those become a factor on my end. And whether or not the -- obviously, the right of way acquisition and, of course, with the depth of the pipe.

You know, with the utilities that we have to run, as far as tying into local sewer, water infrastructure, that's definitely a concern of mine.

MR. MARX: Yeah, we -- because we're the -- you know, in April of 2008, and we're looking at construction about two years from now, we're not envisioning that we would need an expedited process through Cal-Trans.

If the route changes through the environmental process, again, the County and the BLM are going to have a lot to say about whether or not the route that Kinder Morgan has proposed is the route that they're actually going to approve.

And so if there are changes to the route that will require us to do re-engineering of a new area then, at that point, we actually may need the expedited process through Cal-Trans. But right now we're not really envisioning that that will be necessary.

MR. KOKO: Okay, so the way my understanding it right now is it's just a preliminary line as to where you guys would like the dedication to be. As far as schematics on depth, as far as crossings, that's about a year, year and a half out in design, so to speak?

MR. MARX: Not quite that far. I think we'll start the detailed engineering within the next two to three months.

MR. KOKO: Oh, okay.

MR. MARX: So, you know, in areas where after scoping, and after E&E does their agency meetings as part of the scoping process, we'll have some sense as to whether or not there are areas of the route that seem to be stable, where there doesn't appear to be any protests, there aren't any issues, and we'll start engineering those areas of the project first.

MR. KOKO: Will there be a way for me to observe those drawings prior to a final approval?

MR. CAMPBELL: Do you mean the routing?

MR. KOKO: Well, I'm more interested in the final construction plans. You know, once again, that's one of my concerns because I am faced, right now, according to my engineer, with some crossing issues.

MR. CAMPBELL: You know, what I would suggest is that we talk -- yeah. What I would suggest is that we talk afterwards. I'd be happy to give you my card and, you know, I can hook your engineers up with our engineers. There's no problem there, we like to talk to people in advance to make sure that we're making -- you know, dealing with all our respective issues and try to engineer that well.

So, I mean, it kind of depends on the particulars about the development that you're talking about, and how far along you are on your engineering, and kind of what you can show us about your engineering.

We want to design our route so it impacts you to the least, and we want to design our route so that your project impacts us to the minimum.

So the best thing for us to do is probably share cards and then hook up for a meeting between our engineers.

MR. KOKO: Okay. And one of my last questions were concerning to your bullet point that you guys passed out here, I think it's the fifth one.

There's indication that KMP invested $25 million, and that would be for system upgrades to meet projected energies through 2010. What happens after that?

MR. CAMPBELL: What happens after that is if the market demand continues to increase, our pipeline system's out of capacity and it will have to be transported by truck.

MR. KOKO: Thank you.

MS. SEEHAFER: David, did you want to --

MR. PLUMPTON: Just a quick point. Anybody, who wants to, can be added to the mailing list to ensure that they get copied on all future notifications.

And another, as Edy mentioned, and as I mentioned a little bit, part of the reason that we hold public scoping meetings is to build an administrative record for the project. And an important part of that record is a way to identify the people making the comments. So that at the end of the line, nobody's comments are omitted.

Accordingly, I'd like to get a speaker card from Mr. Hadley, Mr. Lopez, and Mr. Koko, if possible, just so that we can maintain a complete admin record for this project. Thank you.

MS. SEEHAFER: Okay. Well, that pretty much wraps up our public comment session. You know, I want to really thank you guys because you made some really pertinent comments relative to this area, in particular, and things that I didn't know about. So I really appreciate your coming out, taking the time to do this. It really helps me, as an Agency representative, to know the specific concerns that you have and to get those on the record.

That's not just an administrative record, that's the decision -- the record that forms the basis for my field manager's decision.

So I really appreciate you giving that input now, rather than after there's a draft document out, and we've already done a lot of surveys, because it helps us to take those things into effect at the earliest possible time.

So I really do appreciate you coming and taking the time to do this.

This will not be your last opportunity. If you have given us a card with your name and address, you will be on the mailing list.

If you've received a card in the mail, you're on our mailing list.

If you have not, please add your name to be on the mailing list, if you'd like to continue to receive information.

And we will be posting, like I said, the scoping document on the BLM website. We will be posting additional information from collected data on that website, to the extent we can. There's certain things we don't release, like archeological information.

And then we will be looking forward, hopefully, to hearing from you, too, when the draft document goes out. So please stay in touch, and take a look at the document, when it does come out, and make sure that we have responded to your comments and your concerns, and in a way that you feel is appropriate.

Carrie?

MS. HYKE: Sure. And on your way out, please take a look at the boards, we'll have all the experts here to help answer any questions, and additional information that you need, let us know and we'll get it to you.

Anybody else have anything to say? Great. Thanks again for coming, and please come and take a look at what's here.

(Thereupon, the April 1, 2008, Public Scoping Meeting of the Bureau of Land Management was adjourned at 7:43 p.m.)

--oOo--

CERTIFICATE OF REPORTER

I, TROY RAY, an Electronic Reporter, do hereby certify:

That I am a disinterested person herein; that the foregoing Bureau of Land Management, County of San Bernardino, Public Scoping meeting was reported by me and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties in this matter, nor in any way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 10th day of April, 2008.

Troy Ray
Official Reporter

Appendix B

Transcript from second scoping meeting April 2, 2008, Victorville

MEETING

BUREAU OF LAND MANAGEMENT

COUNTY OF SAN BERNARDINO

PUBLIC SCOPING MEETING

CALNEV PIPELINE EXPANSION PROJECT JOINT EIS/EIR

VICTOR ELEMENTARY SCHOOL

VICTORVILLE, CALIFORNIA

WEDNESDAY, APRIL 2, 2008

6:00 P.M.

Reported by: Troy Ray

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

Edy Seehafer, Bureau of Land Management

Rich Rotte, Bureau of Land Management

Carrie Hyke, County of San Bernardino

Allan Campbell, Kinder Morgan Energy Partners, L.P.

David Marx, URS Corporation

Dave Plumpton, Ecology and Environment, Inc.

Erec M. DeVost, Ecology and Environment, Inc.

Emery McCaffrey

Kristen Walker

Julie Stout

PUBLIC APPEARANCES

Shmuel Azoulai

Victor Fajardo

Jim Mitsch

Ann Swords

Carl Tate

Roy Snyder

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PROCEEDINGS

MS. SEEHAFER: Good evening, everybody, welcome to the public scoping meeting for the Calnev Expansion Pipeline.

And my name is Edy Seehafer. I'm with the Bureau of Land Management, out of the Barstow Field Office. BLM is the lead Federal agency for this proposal.

And so you can direct any comments or questions to me, if you'd like.

There's also some other important people up here, including in the County, and so --

MS. HYKE: Hi, I'm Carrie Hyke, with the County Advanced Planning Division, and the County and the BLM are working together, jointly, on the environmental document.

And both of our contact info is on the sheets, on the table there.

Also Rich Rotte, from BLM, is right-of-way agent and Project Manager.

And then we have Allan Campbell, from Kinder Morgan. He's representing the applicant.

And --

MR. PLUMPTON: David Plumpton.

MS. HYKE: David Plumpton. I was thinking of Dave or David. He's our third-party, independent consultant, project manager with a firm called Ecology and Environment.

And also, we have David Marx, from URS Corporation, representing the applicant.

So what we're here today for, the scoping meeting is to find out what kind of environmental issues you think we should address in the Environmental Impact Report.

MS. SEEHAFER: So to start it off, I guess, our overall plan is to give you a presentation. We're going to start with the applicant, just explain a little bit more about the project and, hopefully, answer some of the technical questions that might be on your mind.

And then we're going to turn it over to the third-party consultant, that the County and the BLM have hired in order to assist us in the preparation of the EIS, to talk about process.

Just as a sort of added emphasis, I'd like to let you know that we're asking you to get comments into us by May 17th. It's really helpful to us to have the comments in before that time, because that's when we begin to get together and to talk about alternatives.

And your issues and your concerns feed into those alternatives. So I certainly welcome any feedback you give us after that time, but we'll be starting the analysis once we sit down and look at what are reasonable and feasible alternatives.

So the sooner you get your comments into us, if you can get them in by May 17th, then they will definitely be considered in terms of not only issues to be addressed but, also, alternatives that we should be looking at. So that will be really helpful to us.

And I do thank you all for taking the time out of your busy schedules to be here. I know it's something that you don't need to do, but it really is helpful to Carrie and I to know what things will help us in terms of focusing the analysis and identifying what should be the BLM preferred alternative.

Right now, what you're going to hear Allan talk about is the proposal from Kinder Morgan.

And we will not make a determination of a preferred alternative until we're ready to release the draft, after we've gotten your feedback, and after a lot of the analysis has been performed.

Right now, people are out doing surveys of various sorts. That will help us provide information to our decision maker, who's represented in the back there by Mickey Pullman. Raise your hand, Mickey.

And so that will help us provide him information so that, from the BLM's perspective, we can identify a preferred alternative that you will be able to take a look at before the draft EIS goes out.

So without further ado, I'll turn it over to

Kinder Morgan.

MR. ROTTE: The administrative parts?

MR. CAMPBELL: We'll get back to that.

MS. SEEHAFER: Yeah.

MR. CAMPBELL: Yeah, my name is Allan Campbell. I'm Kinder Morgan's Director of Project Permitting in the Pacific Region.

The project is the Calnev Pipeline Expansion. Kinder Morgan is the parent company for Calnev Pipeline.

The Calnev Pipeline system is the way that refined petroleum products are delivered to the high desert of California and over into Southern Nevada.

Our pipeline system starts down the hill in Colton, comes up through the Cajon Pass, comes through the Victorville/Barstow area, and then goes on to out past Baker and on into Las Vegas.

We'll get into kind of some detail of it, but I'm just going to give you a real quick overview of the company and kind of what we're here about.

David will talk about the routing. And then I'll talk about some more specifics about what we're building and the construction process.

So Kinder Morgan is a pipeline company. We're not an oil company, we don't own the product that's in our pipelines. We're more of a transportation company in the

Pacific Region.

The refineries, in the L.A. area, give us X many thousand barrels -- you know, a certain number of thousand barrels of gasoline or diesel fuel, and they ask us to move it through our system to, say, Barstow, or Las Vegas, or move jet fuel to Edwards Air Force Base, or something like that.

So that's what the system does, it's sort of a transportation system for refined petroleum products.

Pipelines are probably -- well, far and away, the most efficient and safest way to move these kinds of products, which our economy and all of us depend upon in our day-to-day lives.

So what the project is about is the existing system was built in the early sixties, and in 1970. There's an existing 8-inch line and a 14-inch line. The 8-inch line was laid in the early sixties, the 14-inch was laid in the early seventies, okay.

Over the years the Calnev Pipeline, and then after they were acquired by Kinder Morgan, we've added additional pumping to those pipelines to increase their rates. We just finished a project, a year or two ago, to add some additional pumps. But the bottom line is those pipelines are now out of rate, we cannot increase the pressure or the throughput on those pipelines any more to meet increased demand.

Our projections, working with folks out in Las Vegas, and looking at trends over the last decade or so, suggest that, you know, this area's going to continue to grow. And as it grows, there's going to be a continued need for refined petroleum products, gasoline, diesel, and jet fuel, so we need to increase the capacity of our system.

So that's what we're here talking about, we're talking about laying a new, 16-inch pipeline from Colton to Las Vegas, that will meet the needs of the high desert of California and Southern Nevada for decades to come, basically.

So what I'm going to ask David to do is do an overview of the routing of this new, 16-inch pipeline, at least what we're proposing the routing to be.

And then I'll talk a little bit, again, about some specifics of the project and a little bit about what the construction will look like.

So I'll let David talk about routing.

MR. MARX: Okay, thank you, Allan.

And before we actually get into looking at the maps, I just wanted to indicate that, as shown on this slide, the Kinder Morgan's pipeline system delivers fuel, jet fuel, diesel fuel, and gasoline to Edwards Air Force Base, to SCLA, Southern California Logistical Airport, formerly George Air Force Base. The BNSF Barstow yard, for their equipment. The Barstow terminal, which has a truck rack, it's a place where the large tanker trucks pull in and fill up with gasoline, to then deliver it to the individual service stations. It delivers it to the Marine Corp Logistics Base in Barstow, McCarran Airport, in Las Vegas. That's Las Vegas International Airport. Kinder Morgan's Las Vegas terminal, where they also have a truck rack. Again, filling tanker trucks to deliver gasoline to gas stations in Las Vegas. And Nellis Air Force Base.

On this -- on this presentation, Kinder Morgan's existing 14-inch line is shown in blue, the 8-inch line is shown in red, and the proposed route for the 16-inch line is shown in green.

Kinder Morgan hired URS about two years ago to start a feasibility study for an expansion of their system, when they were projecting that their existing two lines would reach maximum capacity, with all the pumping possible on -- the addition of all pumping possible on the system by around 2010-2011.

We met with various stakeholders, Federal agencies, State agencies, cities and counties, to talk with them about the project, the current lines, whether or not they wanted us to follow the current lines or not.

In some cases we got feedback that said stay along the existing -- you know, we don't want another pipeline corridor, stay along the existing lines.

In some cases we got feedback that said, no, there's too much encroachment on your existing lines, we want you to move somewhere else.

And I'll kind of walk through those as we go through the presentation of routing.

The project will start -- it's running slow today. The project will start in the Rialto/Colton area. For those of you that are familiar with the Rialto/Colton area, Kinder Morgan, and a number of other entities have tank farms down here, just south of Interstate 10, just to -- you know, between 15 and 215.

And as you can see, the 14-inch line comes up through the City of San Bernardino, along the Cajon Wash.

The 8-inch line goes pretty much straight up Linden, through the City of Rialto.

This is one location where Linden Street is fairly congested, now, and the City of Rialto actually suggested that we move and route the new line up Cactus Street, instead, and that's what we show on the map.

The next change happens where -- and I should mention that the bright orange lines are potential alternative routes for the pipeline project, that various individuals have suggested during the process.

The city, basically, also is planning to close the Rialto Airport, as many of you may know, and this will be redeveloped.

And as you can see -- let me see if I can blow this up a little bit bigger. The existing line goes right underneath the runways, they built the airport on top of the pipeline. And, obviously, we can't cut through runways to put in the new line, to stay parallel.

So if the airport is actually shut down and that project stays on track, we will parallel the existing line because the runways will be gone.

If the Rialto Airport Redevelopment Project doesn't, then we'll go around the airport, as shown on the green line.

After that, the pipeline leaves the -- the route would leave the City of Rialto, cross Lytle Creek, cross Cajon Wash, and then work its way through the San Bernardino forest, and then down into the City of Adelanto, pretty much down Baldy Mesa Road.

Then it would parallel Highway 395 in one shoulder or the other. You know, that would be based on detailed engineering, as we move into the detailed design phase of the project.

Cross the Mojave River. Again, paralleling the -- primarily paralleling the existing lines. The purple lines are access roads that will be graded and improved so that the construction equipment can get to the right of way, and the trucks can deliver product -- or the trucks can deliver pipe to the right of way.

The route, again, paralleling the existing lines, goes across the desert. It crosses 15 here, at Lynwood, south of Barstow. It crosses 40.

Paralleling 15, the first location where we divert significantly from the existing lines is you can see the blue line, and the red line is underneath it, that's why you can't see it, south of 15, this is now the Mojave Preserve, and this is a wilderness area in the Mojave Preserve.

Both the BLM and the Park Service, when we met with them a year and a half ago, said, you know, we're not going to let you put -- do any new construction in the Preserve.

So we basically came up with an alternative route in the Baker Area, that will bypass the Mojave Preserve. We have two routes, you know, into Baker, and then one route out of Baker, that we've identified as potentially viable routes.

Paralleling the 15, you know, we reconnect to the existing rights of way for the two existing lines at this location, paralleling them to the Nipton Road area.

Okay, and at the Nipton Road area, again, the green line would be in the Preserve, the orange line would be a route outside of the Preserve. So both of those alternatives are on the table.

We would then go through the dry lake complexes in California and Nevada, again paralleling the existing lines. Up Las Vegas Boulevard, cross 15, again on Cactus Street in South Las Vegas, and then straight up, paralleling the existing lines to a facility on the Kinder Morgan system called the Bracken Junction.

The aqua line would be a new lateral that would be constructed to the Las Vegas Airport, to deliver jet fuel to the airport.

So that, in a nutshell, is the route. We'd be more than happy to answer any questions about that after the public comment period later, this evening.

MR. CAMPBELL: So construction. We're envisioning the permitting process taking about two years. We just started our NEPA and our CEQA process with the BLM and San Bernardino County.

So our kind of plan is for us to be ready to start construction in early, you know, February, March, maybe, 2010. Take about a year to build the whole thing start to finish, do the pump station work and so forth. And it will be in service early 2011.

But just to go back one bit, if you would, David?

Just to kind of give you another quick overview and just restate kind of what we're doing, the current system has a capacity of about 156,000 barrels a day. That's what the market up here uses, throughout the high deserts, the air bases, the greater Las Vegas area, McCarran Airport, out there in Las Vegas, Nellis Air Force Base, so forth and so on.

What we're proposing to do is lay about 233 miles of new 16-inch, from Colton out to Las Vegas. Use, rather than what we have currently, with an 8-inch and a 14-inch line, we'll have a 14- and a 16-inch line.

The 8-inch line will be idled, is what we call it. We'll push the product out of it, we'll run a number of cleaning pigs through it to swab the product out of it, and then we'll lay it up with nitrogen. We'll put nitrogen in it under, you know, a moderate positive pressure. We'll maintain that pipeline as an asset against possible future use. In some communities they've been used for grey water, in some places they've been used to blow fiber optics through them.

With all the bio-fuels work that's going on out there in the world, there's a possibility that at some point that line might be used for ethanol transport, or bio-diesel. There's a lot of developments as, undoubtedly, you've been reading.

So we'll maintain that. Our plan is not to use it for refined petroleum products, but it would be there if necessary.

So the Calnev system after the project would be a 14-inch line and a 16-inch line.

The capacity of the new system, with the pumps that we would put on initially, would be about 200,000 barrels a day. Okay, so we increase the capacity from about 156 to 200, that will carry us until maybe 2015, 2016, depending upon growth rates. Then in the future, if we needed to, we'd add additional pumps at different locations to increase the rate further.

As I mentioned, the 8-inch line would be idled in place and maintained.

Places that we would be doing work in our terminals or pump stations, we'll have some work down at the Colton terminal, which is an existing facility. We'll have work at the Barstow terminal, which is also an existing facility.

We have a pump station in Baker that will continue to operate, but we'll need to make a new pump station because the pipeline, as David showed, is going to be other on the north side of town. So we're going to need a pump station at that location.

We have a location called Valley Wells, which is near Cima, that will continue to operate. And then, of course, the Las Vegas terminal will also continue to operate.

I mentioned construction would take about a year. I kind of want to give you a feel for what it looks like. We've got some boards back there that I encourage you to take a look at, that show pictures of pipeline construction.

Generally, you think about pipeline construction, two main kinds of crews. We've got what we call the cross-country crew, which works in fairly open areas. And, you know, they can build considerably faster than the other kind of crew, which we call the city-build crew.

But they're basically pretty similar in the way that they operate, it just has to do with the spacing and the types of equipment that's used.

So, you know, if we think about what the city-build crew looks like, what you see is a series of different kinds of work crews come through one location over a period of maybe three to four weeks, in order to build the pipeline at any one location.

Now, I'm excluding from that the survey work that probably some of you folks have been contacted by our project team about getting access for environmental surveys, and so forth. I mean, obviously, the surveys take place in order to feed into all these documents.

But the way the construction takes place is first we have a survey crew come out and mark the line. If we're in the city area, we have a pavement crew come out and cut the pavement. If we're in a cross-country area, we have a right-of-way crew come out that clears the vegetation and levels the right-of-way so that the rest of the crews can work safely on the landscape.

We then have a trenching crew that comes through, digs the trench. A stringing crew that comes through, they lay the pipe next to the trench, off the pipe trucks.

We have the welding and x-ray crew come through. The come through and weld the pipe up. The x-ray crew comes right behind and every joint on the pipeline is x-rayed, and it has to meet certain standards or it's got to be cut out and redone.

Then we have a lowering in-crew that comes, and you see pictures of the side booms that lift the pipe and lowers it down into the trench.

We have a backfill crew that comes in and backfills the trench. In city areas we then have a paving crew that comes through.

Then the last thing we do is we have hydro tests come through. They take segments of the pipeline, fill it with water, pressure it up to a certain amount over the authorized pressure that we're going to be operating at, and have to hold it for a certain period of time to prove out the welds again, that have all been x-rayed, and prove out that that pipeline can hold that pressure.

Okay, we drain that out and then we're ready to operate.

Materials. I'm frequently asked what the pipeline's made of? It's made of high-strength steel. It has what's called -- will have what we call fusion-bonded epoxy coatings on it, that isolate that steel from the environment. The joints are all coated, also, so that the idea is to prevent corrosion of the pipeline by having it coated and isolated from the soil.

It's also placed under cathodic protection, which impresses an electrical current on it to discourage corrosion.

So that's kind of an overview of the construction process and a little bit about the materials.

I'll be available after the meeting, happy to talk to you about it, happy to answer questions.

I think, Edy, you were going to talk about process now, right?

MS. SEEHAFER: Actually, I'm going to turn it over to David to talk process.

MR. PLUMPTON: All right. Once again, my name's Dave Plumpton.

And we know a little bit about the project, now, why are we here. The purpose for tonight is to provide you an overview of the project so that we can then solicit your comments.

This is really an administratively required portion of the environmental process, so that we can hear your concerns on key issues, critical areas with respect to this location, and what you know of the area. It really allows us to channel your feedback into the project, to the inform later stages.

Next slide, please.

The project's being done -- the environmental review's being done pursuant to the National Environmental Policy Act, for which the U.S. Bureau of Land Management is the lead agent.

It's also subject to the California Environmental Quality Act, for which the County of San Bernardino is the lead agent.

The actions that are being proposed, that trigger these two agencies' involvement, include a right-of-way grant that passes the -- for lands that are administered by the Bureau of Land Management, that the project will cross. And also, an amendment to the BLM's California Desert Conservation Area Plan will be needed.

MS. SEEHAFER: Actually, let me just jump in there, I didn't get a chance to talk to you before the meeting. Actually, based on their reassessment of the area around Nipton, we may or may not need a plan amendment for this project. Because throughout the California Desert Conservation area, including this area here, we have designated utility corridors.

And at the time that they brought this project to us, initially, because they would have to do the rerouting around the preserve, they would not be able to stay within that utility corridor, so a plan amendment was required.

Now that they've looked at the proposal a little closer, and they think that they can engineer very close to the freeway on the north side, we actually may not need a plan amendment.

MR. PLUMPTON: Thank you.

The county's involvement is triggered by the need for a conditional use permit, and also a franchise agreement for pipelines that cross county administered lands.

Again, this is a joint environmental analysis to satisfy the requirements of both NEPA and CEQA. And generally, you know, for a quick overview of that, the idea is to provide key issues, critical issues to focus the environmental analysis, to identify a reasonable range of alternatives to analyze, in addition to the proposed project, to provide an open disclosure of probable environmental impacts, and their significance, so that we can identify ways to avoid those impacts, or to mitigate for those that are deemed to be significant.

And this is really all geared towards informing the process and encouraging stakeholder participation.

There's really six steps that the process will take. A notice of intent, to satisfy the requirements of NEPA, for the EIS, and a notice of preparation to satisfy CEQA requirements, for the EIR, was circulated.

This describes the project and is mailed to affected landowners, other stakeholders, local, State, and Federal agencies. A copy is published in the Federal Register and circulated to the state clearinghouses in both California and Nevada. And that really starts the process.

The scoping period then began. We held the first public scoping meeting in Rialto last night, and we'll be in Las Vegas tomorrow, conducting a similar meeting to the one being held tonight.

At the end of scoping, a scoping summary report will be generated that essentially summarizes the comments that are received to this point, which feeds into the draft environmental document which, again, is a joint EIR/EIS.

This is expected for completion this coming fall, at which time another round of public hearings will be held, this time to review the draft document, itself.

And I don't know if you want to comment, Edy? At that time the Bureau -- you want to comment about preferred alternative.

MS. SEEHAFER: I think we have a slide on it now, but --

MR. PLUMPTON: Oh, okay. All right, well, I don't want to get ahead of myself, then.

But again, there will be another round, probably three, at least, public meetings to discuss the draft document. At that time, we'll begin work on the final environmental document, which summarizes comments received on the draft, and also provides a response to those comments, as part of the final environmental document.

At that point a record of decision will be published by the Bureau of Land Management, as well as a notice of determination by the County. And that comes after a 30-day protest period and a 60-day Governor's review period.

So you can see, and there's a graphic showing this, possibly a little bit easier to read, in the back of the room. But this really highlights the intervals where public participation comes into play.

On the left you see the scoping meetings. Again, we notice the meetings to the potentially interested public, local newspapers, mailings to landowners and the like.

In addition, we held agency meetings to discuss with Forest Service, with Park Service, and the like.

This all feeds into the draft EIR, as I said, and the draft has several components. You know, we review the affected environment. We review a project description. Describe the project and the alternatives.

Environmental consequences of the proposed project and alternatives. We disclose impacts and provide mitigations for those impacts.

Again, there's more detail in the back of the room, if that's not real readable.

So to quickly recap again, the public scoping meeting has an element after the draft has been prepared for the public to comment on.

And the response to those comments -- and maybe this is worth a little extra explanation. The public comments that are received on the project become part of what's called the administrative record for the project. That stays with the project for life. And it's a way to ensure that comments received on the project are actually collected, read, and responded to.

So that's one of the reasons we have the speaker cards and the comment forms. More on this later. But any way that you want to make comment on the project, whether it's making a comment verbally tonight, filling out a comment form and mailing it in, sending in an e-mail, faxing the form in, there's several ways that it can be done.

But, again, this all comprises the administrative record for the project, which is why the extra information's needed. And I know we're going to talk about that a little bit more.

Lastly, we have a final EIR/EIS that satisfies the requirements of NEPA/CEQA, and anything else that's required under either of those laws. For example, the amendment to the plan, if that ultimately is needed.

Do you want to talk about the BLM process, Edy?

MS. SEEHAFER: Okay. I may have mentioned this, and if you have not already done so, and if you're interested in speaking tonight, please feel free to get up and get a speaker card.

But basically what we'll do, after the close of the scoping period on the 17th, is we will compile a scoping report. That scoping report is more than a summary of the comments, it's also our evaluation of those comments and how we're going to work those comments into the analysis.

And so you'll get an opportunity to see, you know, how those are feeding into the analysis. That's a big part of what will follow, which is that and the actual environmental analysis will lead to the Bureau and the County actually, together, making a decision on what the preferred alternatives are going to be for various segments of this pipeline.

So the sooner that you -- as I mentioned before, the sooner you can provide us input, the better we'll be able to incorporate it into that draft analysis.

And before the draft EIS/EIR comes out, we will have identified a preferred alternative for the agencies.

After the draft comes out, you'll have an opportunity to provide input on that draft EIS/EIR, in case you didn't feel like your input got adequately incorporated, or there's some parts of the analysis that you felt were overlooked, something that didn't get adequately analyzed, that's your opportunity to provide input on that.

And then a final EIS comes out -- sorry, EIS/EIR. And that will include the agency proposed action, as well as the alternatives.

Before, when the draft comes out, we're just going to have several -- whatever the alternatives are, and what we believe is our preferred alternative for the agency.

So just to sort of let you know how this -- your feedback to us works into this.

And we will be continuing to talk to other interested agencies, some of this goes through the Forest Service, we're talking to the Forest Service. Some of this goes through the Marine base, we're talking to the Marine base.

We have local jurisdictions that this affects and so, definitely, we will be having follow-up briefings with them, too, to make sure that we're hearing both the local and other agency perspectives on this.

So I just wanted to let you know that we will be taking whatever you give us before we come up with our preferred alternative.

MR. PLUMPTON: Thank you.

MS. SEEHAFER: Again, May 17th is when we'd like to get your comments back. So it's the 2nd or 3rd today, the 2nd. So if for some reason you need to get some comments in, and you're not able to meet that May 17th deadline, contact Carrie or I.

And if you want to make your comments, you can make them to either of us, Carrie at the County or --

MS. HYKE: We share.

MS. SEEHAFER: Yeah, we share. Yeah, if you send them to me, she sees them. If you send them to her, I see them. Because we both have to be informed in the decision-making process.

So that's basically it for me. Did you want to say anything in terms of wrapping it up?

MS. HYKE: Well, as Edy already mentioned, there's comment cards on the back table. We want to get your name, and so on, for the scoping report.

Did you want to talk about the Federal thing?

MR. ROTTE: It's on the card.

MS. HYKE: It's on the card.

MR. ROTTE: It's on the speaker card.

MS. HYKE: If you don't want to put your address down, you don't have to. Basically, that's the upshot of it.

MS. SEEHAFER: Yeah.

MS. HYKE: We have plenty of time for everybody, so we're going to call your name when we get the slips. And there's comment forms. If you want to take them away and write further, fine. You've got until May 17th, so plenty of time.

MS. SEEHAFER: Does anybody have any -- has anybody put in a speaker card or would anybody like to formally speak?

MR. AZOULAI: To ask you questions?

MS. SEEHAFER: Sure. Come up to the microphone so it gets in the official record.

MR. AZOULAI: Can you be more specific about the passage of the line between Baldy Mesa and 395?

MR. CAMPBELL: Yes.

MR. AZOULAI: Please?

MR. CAMPBELL: Bear in mind this is our proposed route.

MR. ROTTE: What David's doing now is he's bringing it up on the screen up here, so watch the screen. And if he needs to zoom in more, he can do that. I've seen him do this, he does it really well.

MR. CAMPBELL: Well, jinx it now.

MR. ROTTE: He might show you where your car's illegally parked.

(Laughter.)

MR. MARX: Okay, so basically -- basically, you can see we come down Baldy Mesa Road, to Bear Valley Road, and then up 395. I don't know if there's anything --

MR. CAMPBELL: Scoot over. So, basically, we're going to follow the existing lines. If your house, if there's panels on the street that you live on, the new line's going to go there. That's what we propose. Which side of street it's on, I don't know.

There is one place up here, David, where one of the lines diverts. It's a little different.

MR. MARX: Right. There's --

MR. AZOULAI: It's on the north side.

MR. MARX: Yeah, we don't -- we don't know why, in 1973, when the line -- basically, the red line is the line that was built in 1961. And in 1973, when Kinder Morgan, or then Southern Pacific Pipelines, came through to build the existing 14-inch line, they decided that it was better to go this way around the block instead of following the line. And there's no one left from Southern Pacific Pipeline that we can talk to, that we can find, who knows why that was done. So it's a little bit of a mystery to us.

You know, that was the company that operated the system, you know, I think it was two ownerships before Kinder Morgan actually bought the company.

So, again, we just don't know why. But as Allan said, the panels on Bear Valley Parkway are the -- you know, we're likely going to be on the same side.

Let me talk a little bit about what the detailed engineering will consist of. Once the BLM selects their preferred route, and they say, yeah, this is the route that we think that we could permit, environmentally, and the County says the same thing, then part of the detailed engineering is to pull all the plans for the utilities, for all the cities, to identify where the storm drains are, where the fiber optics, power lines, gas lines, water lines, sewer lines are, and come up with locating the new line in that street, in a location where we'll minimally disrupt the utilities, themselves, minimally disrupt individual's connections to those utilities, and keep Kinder Morgan's lines as close as possible to each other.

That's a lot of homework that we have to do before we decide whether or not the pipe's going to be in the center of the street, on the right side of the street, on the left side of the street.

And we don't want to spend that effort and do that work if the BLM and the County say -- as part of the environmental process say, no, we really don't want you to go down Bear Valley, we would really have you go down Main Street.

So that's kind of why we don't know -- quite know the answers to those questions, yet.

MR. AZOULAI: Okay, thank you.

MS. SEEHAFER: And also, you can certainly, if you have a preference, you know, put that -- provide a comment to that effect and say, you know, I live here and I don't want to see this in this particular place, and this is why.

MR. AZOULAI: We're in Nevada.

MR. ROTTE: Well, we're going there, too.

MS. SEEHAFER: Yeah, we're going there tomorrow.

MR. ROTTE: We'll be there tomorrow night.

MS. SEEHAFER: But, certainly, that would be a very legitimate comment. We like it, if at all possible, if you can provide your APN number, so that we get the right spot.

MR. ROTTE: The APN number is the assessor parcel number or the lot number that you pay your property tax on. And that way it's really easy for us, if you say I don't want it right next to my lot there, the current line's across the street and I'd like to see the new on there, if you give us your APN we know exactly where you're at.

MR. AZOULAI: I want it next to mine if I have a faucet.

(Laughter.)

MR. ROTTE: Just make sure you turn it on when they're running gas and not diesel, that might not be good for your car.

(Laughter.)

MR. ROTTE: And to me it looks like WT Copper. It looks like two "Ps."

MS. SEEHAFER: Coffee, Coffer?

MR. ROTTE: He just handed it to me. You wanted to speak?

MR. MARX: He's the only person who's filled one out.

MS. SEEHAFER: Yeah, maybe they just left.

MR. CAMPBELL: Got their question answered.

MR. ROTTE: Okay, so I'll just real briefly, on the speaker cards we have a little -- it's like a Public Privacy Act notice.

Because we are a Federal agency and we're subject to disclosure under the Freedom of Information Act, if you give us your name and address on a comment card, we can't guarantee that we can keep it private if somebody requests copies of all the comments that were provided. Under the Freedom of Information Act we will be required to, in some cases, disclose that information.

So we may not be able to keep that information private.

MS. SEEHAFER: And in all cases, if you represent an organization, or an agency, your information is released.

MR. ROTTE: And if you want our names or office address, you can go to the BLM internet site, we're all on there.

MS. SEEHAFER: You can track us down.

MR. ROTTE: It is the phone number at my desk, you don't get one of those --

MS. SEEHAFER: Press one, yeah.

MR. ROTTE: -- you know, press one things. No, we don't have that in our office.

MS. SEEHAFER: Does anybody else have a comment, a question, or --

MR. FAJARDO: I --

MS. SEEHAFER: Come up.

MR. ROTTE: We ask you to come up because all the questions are being recorded, so we have it for the record, so we know. And if you don't mind, if you can state your name?

MR. FAJARDO: Yeah, Victor Fajardo, City of Victorville, Engineering.

Just a quick question, is it possible for us to get maps or drawings of a closer area just through our sphere of influence right there, especially around the Air Force Base or --

MR. MARX: yeah, there's actually a blow-up of Victorville and Adelanto on the back wall. If that's an adequate level of detail for you, just give me your card and write on the back that's what you want. If you want it blown up a little bit more, we'd be more than happy to do that, as well.

MR. FAJARDO: Okay. I didn't see your contact information over here, maybe I didn't grab the right sheet.

MR. MARX: I'll give you one of my cards.

MR. FAJARDO: Okay, that sounds good. Thank you.

MS. SEEHAFER: Yes, Mr. Mitsch.

MR. MITSCH: Thank you. I'm Jim Mitsch, City Engineer to be, in Barstow, on the 25th of this month.

And I just want to reiterate the same request that the previous gentleman made, that for my engineering department and for everybody in the City I'd like to get as many maps as we can.

Now, I've talked to you earlier today about getting the draft EIR and EIS, but I would like to get as many maps as we can.

And we have a facility there, in Barstow, so --

MR. MARX: There's also a blow-up of Barstow on the back wall.

MR. MITSCH: Okay, but I would like to get something that I can return to everybody in the City of Barstow.

MR. MARX: Okay.

MR. MITSCH: Thank you.

MR. MARX: Okay, and we'll talk after the comment period.

MS. SEEHAFER: Is there anybody else that has some comments or questions?

MR. AZOULAI: I have another question.

MR. ROTTE: Wait a minute, we have one coming up behind you. We'll get you next.

MS. SWORDS: Annie Swords, and I live over there. But I have a question about the schools, there's elementary schools there. I mean, what is -- I'm just curious, little kids?

MR. CAMPBELL: The State of California, I think have a regulation or a guidance that schools are supposed to be built within 1,500 feet of petroleum pipelines, unless there's a risk assessment down.

So a lot of schools districts have kind of gotten to the point where they're no longer siting schools near petroleum pipelines.

What we're trying to do is keep our pipelines together. The 8-inch and the 14-inch pipeline are there, currently. So, you know, generally we like to keep them as much together as possible so that, you know, we're not occupying another part of the city and precluding further development.

So we're really not planning to move the pipelines away from whatever is there currently. For instance, the 14-inch line will stay in service, okay.

So the thought that we have is to put all of the pipelines in one location.

MS. SWORDS: So you're going to put more there, by the schools?

MR. CAMPBELL: We are going to put more there. That's what we're proposing. That's a completely valid comment and I'm sure it's something we'll address as part of our overall evaluation of the project.

MS. SEEHAFER: Can you mention what school you're referring to?

MS. SWORDS: Baldy Mesa Elementary.

MS. SEEHAFER: Okay, thank you.

MS. SWORDS: Thank you.

MR. AZOULAI: If you please refer a few words about your experience in accidents and repairs of the pipeline?

MR. CAMPBELL: Yeah.

MR. AZOULAI: Thank you.

MR. CAMPBELL: You know, pipelines are generally considered to be the safest way to move products. They're not a hundred percent safe. Kinder Morgan, we have had some incidents on our pipeline system, over the past five years that I've been working there, and we're serious. I mean, we're moving flammable liquids at high pressure, so we take the safety aspect of our responsibility as a pipeline operator very seriously.

We have had a couple incidents, some of them have been fairly serious. And we've dramatically increased what we call our right-of-way defense efforts over the course of the last couple of years.

The majority of incidents on pipelines occur from third-party hits. And it's not necessarily somebody hitting the pipeline and then breaking it. Sometimes what happens is they hit the pipeline and they damage the coating that I talked about, when I was talking about the type of coatings we use. And then over years it gradually corrodes, and then five years later, something like that, we have a release at that point.

And so we've -- of course, there's one-call systems, you know, that require contractors to call before they dig, and communicate with pipeline and other utility operators. Most contractors, you know, do that. A small number don't. I think that there's been a lot of good communication and the incidence of third-party hits is down.

We've increased the amount of line riders we have, that inspect our right-of-way on a regular basis. We have a line pilot that flies the pipeline about every two weeks and reports to us any unusual activities.

So it's really, you know, us making an effort to do public communication, to help the public and contractors understand about pipeline safety, about the importance to contact us before they dig in the vicinity of our pipeline.

I've brought a number of pipeline safety brochures, that I would encourage all of you to take with.

And then I'll speak to one more thing, about our Integrity Management Program. Over the course of the past decade, the Federal government is starting to require pipeline operators, like us, to do an evaluation of the integrity of pipeline systems on a five-year basis. So every five years we're required to run a tool through the pipeline, looking for problems. Whether there's dents, where maybe somebody hit it, or a place where there's corrosion, where we then would do a repair. Where we'd go out and uncover the pipeline, and repair that location.

So over the course of the past decade there's been a lot of increased effort, both in terms of internal inspection to make sure that the pipelines are in good shape. And also, on our part, in terms of defense of our right-of-way.

MS. SEEHAFER: And some of those have been the result of specific incidents in Southern California. And so, hopefully, those incidents won't be repeated, again.

Yeah?

MR. TATE: Hi, good evening. My name's Carl Tate. My family's been residents in the Victor Valley, Lucerne Valley area since 1897, so I've probably got as much knowledge as a lot of folks have about the area.

And my biggest concern, I represent two major projects that are being built along High 395, and I need to compliment the team at the table for the work you've done so far. It looks like there will be minimal, if any, impact on our commercial developments. One at Bear Valley Road, where it comes and makes the bend, the other up at Mojave. And I think you've done a good job.

My concerns were twofold. One, what happens when the big one hits in Cajon Pass, and what plans do you have for being able to shut off the flow in, and all the fuel that will be draining back down, because that will be one horrific incident. Hopefully, it will never happen in our lifetimes, but we have to plan for that.

MR. CAMPBELL: Yeah.

MR. TATE: The other concern is, and I don't want to offend anybody, but the Environmental Impact Reports, and protecting the Desert Tortoise and everything. My father used to be a registered tortoise breeder in Hesperia, and he had 50 or a hundred of them at one time.

I remember once a former mayor of Victorville came and asked him if she could borrow some of his tortoises to plant on some land, so a developer couldn't get a permit to build houses.

(Laughter.)

MR. TATE: But, you know, I think we ought to short circuit a lot of that stuff. Your pipeline looks like it will have minimal impact on the open desert, whether it goes through the Bureau of Land Management, the Forestry or anything, it's not that wide, not that deep, and it's going to be covered over with dirt.

It's not like we're building the fence to keep the Hispanic, illegal immigrants out of Southern California and Arizona.

But the costs of those types of studies and reports are just horrific. To you guys, as developers, to us as developers.

And I don't know if you saw the local paper here, a day or two ago, and you may be aware of it, being with BLM, the tortoise relocation project to expand Fort Irwin. Now, come on, you've got to admit that's absolutely ludicrous to spend $11,000 per tortoise to pick them up from one piece of dirt and move them on the others.

Has anybody thought about getting the Boy Scouts to volunteer to come out, put on rubber gloves, capture them, put them in a truck, drive them to someplace else and offload them, for free?

MS. SEEHAFER: I'll talk to you about that afterwards. And by the way, Mickey will be in on that, because he just came to us from Fort Irwin.

(Laughter.)

MR. ROTTE: That was his project.

MR. TATE: Anyhow, thank you for your time.

MR. CAMPBELL: You know, I'll address the seismic question. We will be doing a seismic study to address exactly the issue that you're talking about. And that will be part of the engineering effort, and I'm sure that that will be something -- I would assume that will be something that E&E will be asking us to give them information about. And we've talked with the County Supervisors, and other

City-elected officials, and they regularly bring that up. We're aware of the issue, that we need to study on that and come up with a good plan.

MR. PLUMPTON: One chapter of the environmental document has to consider public safety.

MS. SEEHAFER: Is there anything else that anybody has? Yeah, come on up.

MR. SNYDER: My name is Roy Snyder. I'm Chief of Operations, Eastern Transmission Stations, for the Los Angeles Department of Water and Power.

Our major concern was just the proximity of the proposed pipeline to the existing transmission right-of-ways between the Victorville -- actually, the Cajon area, through Victorville, and up into Boulder City, Nevada, both the AC and the Intermountain Power Project, DC.

So I would also like to request some more detailed map showing proximity along the right-of-way. That's a whole lot larger area that just Victorville or --

MR. CAMPBELL: Right. Yeah, you know, we'll need to communicate with you about that once we start to get the route really -- I'll get your card and give you mine, afterwards.

Our cathodic protection people, they got their rules about how far we need to be away from your lines, because they don't want the current around your lines to affect their CP. So that's something we'll have to work together on.

MR. SNYDER: Right. And I know you're operating two pipelines already and we haven't seen, as far as I know, any negative impact.

MR. CAMPBELL: Right.

MR. SNYDER: But there is concern.

MR. CAMPBELL: We need to check it, you're right.

MR. SNYDER: Thank you.

MS. SEEHAFER: Thank you. Would anybody else like to make comments here? Questions?

Well, thank you all for coming. Remember, May 17th, don't forget that date. And we'll here afterwards, so if you want to just speak with us individually, feel free to do so. Thank you for coming.

MR. ROTTE: If you want to look at the drawings and their alignments, please do that. If you have any questions that you want to address to one of us, or one of them, or one of the other representatives.

(Thereupon, the April 2, 2008, Public Scoping Meeting of the Bureau of Land Management was adjourned at 7:25 p.m.)

--oOo--

CERTIFICATE OF REPORTER

I, TROY RAY, an Electronic Reporter, do hereby certify:

That I am a disinterested person herein; that the foregoing Bureau of Land Management, County of San Bernardino, Public Scoping meeting was reported by me and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties in this matter, nor in any way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 11th day of April, 2008.

Troy Ray
Official Reporter

Appendix C

Transcript from third scoping meeting April 3, 2008, Las Vegas

MEETING

BUREAU OF LAND MANAGEMENT

PUBLIC SCOPING MEETING

CALNEV PIPELINE EXPANSION PROJECT JOINT EIS/EIR

PARKDALE COMMUNITY CENTER

LAS VEGAS, NEVADA

WEDNESDAY, APRIL 3, 2008

6:00 P.M.

Reported by: Troy Ray

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

Edy Seehafer, Bureau of Land Management

Rich Rotte, Bureau of Land Management

Allan Campbell, Kinder Morgan Energy Partners, L.P.

David Marx, URS Corporation

Dave Plumpton, Ecology and Environment, Inc.

Erec M. DeVost, Ecology and Environment, Inc.

Emery McCaffrey

Kristen Walker

Julie Stout

PUBLIC APPEARANCES

Elizabeth Quillin

Douglas Gerwitz

Dan Kezar

Keith Spencer

Shelly Accardi

Jack Accardi

Cheng T. Shih

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PROCEEDINGS

MS. SEEHAFER: Good evening, everybody. My name is Edy Seehafer. I'm with the Bureau of Land Management, out of the Barstow Field Office, on the other side of the stateline, in California.

The Bureau of Land Management is the lead Federal agency for this project, the Calnev Expansion Pipeline project, for a new 16-inch pipeline that runs from Colton, California, to Las Vegas, Nevada.

And I really appreciate your all taking time out of your busy schedules to be here and provide some input for us.

What I'll be doing here tonight is letting the project proponent give you an overview of the project, so you can understand in more detail what they are proposing.

Then the third-party consultant, that BLM has hired, will be talking a little bit about the process.

And we really are here to hear from you, then, so we'll turn the mikes over to you.

Just keep one thing in mind, I would really like to hear from you by the 17th of May, of this year, if you would like to have input on the project.

And the reason that's important is because at the end of that time we will be putting together a scoping report. That scoping report will include all the input we get from you, the input we get from other agencies we've been talking to. And based in that scoping report, you'll see the issues that we're going to be focusing on in the EIS, and the issues that are going to weigh in, in the decision-making process for the Bureau of Land Management, in terms of identifying a preferred alternative.

At this time the Bureau doesn't have a preferred alternative, we have a proposed action from the applicant.

Before we release a draft EIS, we will have a preferred alternative, and that will be the result of what we hear from you and the analysis, based on data collection, that's going on right now, whether that's seismic data collection, botanical data collection, archeological, whatever it is.

So we'll be taking that information, along with your information, and we'll be presenting it to my boss and she will be making a determination of what our preferred alternative is.

And then you'll have an opportunity, when the draft is released, to comment on our preferred alternative and anything you feel that we didn't adequately address, or we got it wrong, or things that we need to add to our considerations.

So thank you, again, for being here. My name, again, is Edy Seehafer.

And the rest of the team is David Plumpton, he's the consultant that BLM has hired to assist with the analysis of the project, the NEPA analysis.

And Allan Campbell, with the applicant, Kinder Morgan, Calnev. He can explain the difference.

Rich Rotte, who's the BLM Project Manager that's working on actually processing the application.

And at the end of the table is the agent for Kinder Morgan, David Marx, that's helping them move the project forward.

So without further ado, I'll go ahead and turn it over to Allen.

MR. CAMPBELL: Okay. Again, my name's Allan Campbell, I'm Kinder Morgan's Permitting Director in the Pacific Region. Kinder Morgan's the general partner that owns Calnev pipeline.

The Calnev pipeline system runs from Colton, California, goes through the California high desert, delivers to a number of locations there, comes up into the Las Vegas Airport and delivers up here, as well.

The system currently consists of an 8-inch pipeline and a 14-inch pipeline that have been serving the desert and the Southern Nevada area. The 8-inch was put in, in the early sixties, the 14-inch was put in, in the early seventies. So it's been serving the area, you know, for 45, going on 50 years.

Periodically, we've been increasing the capacity of that system by adding pumps, doing other things that will allow us to move product through, more product through the system as the desert and Southern Nevada has grown over the decades, but we're currently at the position that we can't add any more pumps to increase the rate any further, or really do anything to increase the rate of that system. We're going to be out of capacity to supply fuel for the growing area in a couple years. We're projecting 2010. Of course, it depends on the rate at which things grow and so forth, but that's what we're projecting, that we'll be out of capacity in about 2010, 2011.

So we're proposing a new project, to put a 16-inch pipeline in, from Colton to Las Vegas. We'd have a system, then, that consisted of a 14-inch and a 16-inch pipeline. The 8-inch pipeline would go out of service. We wouldn't remove it, it would be idled in place. And that system would then be available to provide fuel for the high desert of California, Southern Nevada, the Las Vegas area for a number of decades to come.

I want to talk about Kinder Morgan a little bit, kind of explain who we are, what we do. We move refined petroleum products through pipeline systems throughout the Southwestern U.S.

Actually, we have refined petroleum and natural gas all over North America. But in this area our primary business, in California, Nevada, Arizona, New Mexico, in this area primarily our business is we move refined petroleum products around.

We're not an oil company, we don't own the fuel that's in the pipeline, we're more of a transportation company, more kind of analogous to a railroad, except our clients, our customers are the oil companies. They give us X many thousand barrels of gasoline at a refinery in Southern California, and say we need this shipped to Nevada, or we need this shipped to Arizona, or we need this jet fuel shipped to San Diego.

So we have a pipeline system that facilitates the movement of those refined petroleum products around the Southwestern United States.

As you're probably aware, Southern Nevada doesn't have any refineries or, really, any crude oil resources with which to make a refinery. So virtually all of your refined petroleum products, that you put in your cars, that are put in trucks, that go into the jets that fly out of McCarran Airport, that go into the jets over at Nellis Air Force Base, virtually all of those products come through our pipeline system to Southern Nevada.

And after 40 years, that system's out of capacity, we need to increase the capacity. So that's what this project is about.

What I want to do is turn it over to David to talk a little bit about the routing of the pipeline overall and, of course, with a little more emphasis of what we're doing here, in Southern Nevada, and as we're coming into Las Vegas.

And then I'll talk a little bit more about kind of the construction process and so forth.

David?

MR. MARX: Again, my name is David Marx, I'm with URS Corporation. We're an environmental consulting and engineering firm, and Kinder Morgan hired us about two and a half years ago to initiate a feasibility study when it became apparent that their system would reach capacity in or around the 2010, 2011 time frame.

We evaluated a variety of options to expand fuel supply into the high desert in California, and into Nevada, into Las Vegas.

And based on some engineering evaluation, we decided that probably the most practical way to do an expansion of this system would be to install either a 16-inch or a 20-inch pipeline between Colton, in the Los Angeles area, to Las Vegas.

At that time we then had a series of meetings with both counties, a number of cities, the BLM, Fish and Wildlife Service, all of the federal, state, and local agencies that would be affected by the project, to talk with them about what our plans were, to get their ideas about how we could best route the project through their communities, and to understand any issues and concerns that they may have.

The general strategy, because Kinder Morgan flies their route and inspects their route on a regular basis, as well as have somebody driving their pipeline routes on a general basis, the general concept was to install the 16-inch line, parallel and adjacent to the existing lines in the ground whenever possible.

So to do a quick fly-over of the route, now, and the blue line represents the existing 14-inch line.

MR. CAMPBELL: Do we need to shut a couple of the lights off? Can you all see it? Everybody see okay? Can we shut the ones here in the front off, is that possible? That might help. I never can see the blue line.

Sorry, David.

MR. MARX: That's okay. The blue line comes -- as you can see, it comes east out of Colton, and the red line comes west out of Colton. The red line is the 8-inch line. The 16-inch line would effectively replace the 8-inch line.

So we looked at routing the new line parallel to the 8-inch line.

We talked to the City Rialto and the City of Rialto basically said, you know what, this street, which is called Linden Avenue, where your existing line is, is a narrow street, it was an older street, it has houses on both sides, driveways front the street on both sides. And when you do construction here, even though you're existing line is already there, when you do construction there it's going to really affect access to the people living on this street.

And they said, you know, we've got a much better alternative for you. If you go down Cactus Street, in Rialto, it's a wide, two-lane each way, center median, all the communities have feeder roads, there are no driveways, no residential driveways along this street. And so we said, fine, we can make that adjustment.

The second adjustment that we've made to the project is here, at the Rialto Airport. You can see that the red line -- sorry, one other thing that I should mention is the solid orange lines are potential alternative routes that we looked at and have determined that they're feasible. If the jurisdiction believes that those routes are better for them, we would be willing to consider those routes, instead.

So the Rialto Airport was essentially built on the existing 8-inch line, including the runways. And this property right now is in the process of being closed and being developed. And the concept is that if the redevelopment of this property is done and the runways are taken out of commission and removed before we're ready to construct in 2010, then we will parallel the existing line, we'll come from Cactus to the existing line and parallel it up through the airport property.

If the airport is not shut down and the runways decommissioned by that time, then we'll have to go around the airport.

Again, we'll follow the 8-inch line up through Rialto, across Cajon Wash, through Cajon Pass, down into the City of Adelanto, in California.

And the delivery points are there's a pump station at Cajon, George Air Force Base, now Southern California Logistic Airport's a delivery point. There's a lateral to Edwards from here. There's field delivery to the BNSF yard for diesel, for locomotives on the BNF system near Barstow.

There's a truck rack in Barstow. A truck rack is where the -- it's a terminal that has the large tanks that you'll see, where tanker trucks come in and fill up, and then go out and distribute gasoline to service stations and fleet yards. There's a truck rack in Barstow.

There's a pump station in Yermo. There's another pump station in Baker. And at this location we again deviate from the existing line to stay out of the Mojave Preserve that was created, I think, ten years ago now, again, after the existing lines were installed.

The line will continue across stateline, paralleling the existing lines. And then as we come into Las Vegas, you'll see that the existing lines cross 15 down here by -- I think this St. Rose Parkway. And Southern Islands was built right on top of the existing lines.

And so in talking to the Commissioners here, in Clark County, as well as in talking to the owners of the development, they said, hey, can you find a way to not build another line through our development. And it would be very difficult construction because the streets in that development are pretty narrow, the golf course is built on top of the pipeline, so it would be a challenging construction project.

So we decided to continue pretty much up North Las Vegas Boulevard and cross 15 here at Cactus Avenue, and then rejoin the existing two lines in Valley View, pretty much all the way up to what is called the Bracken Station, or Bracken Junction, which is a facility on the corner of Valley View and Hacienda, it's an existing Kinder Morgan facility.

The project would also include a new lateral, and one of the options is shown in the aqua, down the railroad right-of-way, to basically connect the new line to McCarran Airport, because delivering jet fuel to McCarran is one of the key needs and purposes of the project.

That pretty much is an overview of the routing. At Bracken, the new line will actually be connected to the existing 14-inch line, and it would continue using the existing lines to the North Las Vegas Terminal, as well as to provide fuel to Nellis through a lateral that connects the North Las Vegas -- Kinder Morgan's North Las Vegas Terminal to Nellis Air Force Base.

With that, I'll turn it back to Edy.

MR. CAMPBELL: Well, actually, I was going to go back through to the slides about the features of the project.

MR. MARX: Okay.

MR. CAMPBELL: Okay, so go back one. I want to talk about the products. There you go.

So the things we move through our pipeline, it's not an oil pipeline, it's not crude oil, it's not natural gas, these are refined petroleum products. It's gasoline, it's diesel fuel, it's jet fuel.

Okay, delivery points on the system include Edwards Air Force Base, in California. It used to be George Air Force Base, it's now SCLA, Southern California Logistics Airport, in the Victorville area. The BNSF terminal, there in Barstow.

The Barstow Terminal where, as David talked about, we have the truck racks that deliver to gas stations around the Mojave Desert.

The Marine Corp Logistics Base, over in Yermo, which is just a little bit east of Barstow.

McCarran Airport. The Las Vegas Terminal, where we have truck tanks and truck racks where the tankers come to fill up the gas stations that you all buy your gas at.

And then there's a lateral, after we go through the terminal there, that goes over to the Nellis Air Force Base. Okay.

So the current system does about 156,000 barrels a day. We just put some new pumps on it a year or so ago, I don't know, what was it, a $25 million project, something like that, and that was the last amount we can increase that pipeline. So it's capacity is currently about 156,000 barrels a day, that's what we can do in that, okay. It consists of an 8-inch and a 14-inch, currently.

What we're proposing to do is put a new 16-inch in, use the existing 14-inch and a new 16-inch, okay. It will be about 233 miles of new 16-inch that we'd put in from Southern California up here into Nevada.

The capacity of the new system would be about 200,000 barrels a day, initially, with the capability of adding more pumps over the decades as growth continues, you know, as the market demands it.

So it's built to be able to start with a certain amount and then be able to be increased as market supply demands it.

The 8-inch pipeline will be idled in place. We'll push the product out, we'll run cleaning tools through it to kind of squeegee it off the sidewalls of the pipeline and send it in to Las Vegas. We'll fill it up with nitrogen, we'll leave it under a slight positive pressure in nitrogen, and we'll continue to maintain that pipeline as an asset. I don't know what it will be used for. In some places, we've sold pieces of it that are used for gray water transport. Some places it's been used -- abandoned pipelines or idle pipelines have been used for fiber optics, you know, to go from point A to Point B.

There's been a lot of development in the bio-fuels market, with bio-diesel and ethanol, and I don't know what's going to happen. At the end of this project, that 8-inch pipeline will be idled in place.

I want to talk about the terminals a little bit. There's a terminal in Colton that's existing, we'll do a little bit of modification there. There's a terminal in Barstow that's existing, we just put -- I think we're modifying the pump there slightly.

We're building a new pump station in Baker, California. As David pointed out, the existing pump station's on the south side of town, it's in the Mojave Preserve. We're going to put the new pump station on the north side of town, outside of Baker, and route the pipeline up there, so we're outside of the Mojave Preserve with the new pipeline. The existing 14-inch will still pump, will still go through the Mojave Preserve, and will still pump on the pump station that's there. The new, 16-inch line will go on the other side of town so we won't have to build it through the Preserve.

There's another pump station out at Valley Wells, it's the Cima area, the Cima Dome area, there in the Mojave, and that will stay.

And, of course, the Las Vegas terminal, here in town, will station.

That's all I've got. I think the next one is going to be David's, but I want to talk a little bit about construction first, because I know people are probably concerned about how long things are likely to be disrupted.

You know, I've got some boards back here that you probably should take a look at, that give pictures of the equipment, and kind of give you a feel for what the construction's going to look like.

The pipeline construction, you usually think about it in two ways. There's the cross-country crews, the city-build crews. Cross-country crews move pretty fast, half-mile to two miles a day. It's pretty big equipment, they clear about a hundred-foot swathe in the desert, or in fairly level -- well, not even if it's level. About a hundred-foot swathe in open country.

They come through, you know, remove the vegetation, dig a trench, lay the pipe, weld up the pipe, lower it in, cover it up, and then we recontour.

But it's pretty big, heavy equipment, as you'll see in the pictures.

The city-build crews, they also use heavy equipment, it's backhoes, and excavators, and so forth, but it's not quite as heavy and as intrusive as it is on the cross-country side, simply because you don't have as much room to work in the cities. So it's a lot slower, it's sort of a trade off, it takes longer to do, but you're kind of limited in terms of how much of a road you can use.

So in the city, when we're building on a road or in a close area, what you'll see is first people will come through and survey, mark the line. Then we come through, we cut the pavement, break it out, dig the trench. Trucks come in and drop the pipe off. Then the welding crew comes through, they weld up the pipe. There's an x-ray crew immediately behind the welding crew that tests every single weld on the pipeline. They've got to run an x-ray of it, it's got to be signed off that there's no appreciable flaws in the welds. Every one's welded. If they're not right, they get ground out and re-welded.

Then a lowering in crew comes in, with the side booms, they pick up the pipe and lower it down into the trench.

Then the backfill crew comes in, back fills, compacts the trench, and then we repave it.

And then at the very end, after everything's built, the hydro test crew comes through. What they do is for the whole route, in segments they fill the pipeline with water, and then they pressure it up to the pressure we're going to operate it at, so they can prove it out. Even after we've x-rayed everything, they prove out the pipeline that it can hold the pressure that we're going to operate the system at. Then we push the water out and we go ahead and fill it up and operate it in the refined petroleum products.

So that's kind of a two-minute ride through the construction process.

What we're envisioning is that the whole permitting process, all the environmental surveys and so forth that we need to do will take about two years. That we've started our biological surveys, we've had biologists out there this spring looking for the various plants, and tortoises, and other kinds of protected species. They're continuing those surveys right now.

We've initiated our NEPA action with the BLM. We're talking to elected officials and, you know, building staff and so forth in the various communities that we go through. We envision that's going to take about two years and that we'll start construction in early 2010.

We're scheduling construction to last about a year so the pipeline should -- you'll see construction during the year 2010, if everything goes according to plan, and we'll have it in service in early 2011, in time to make up what we think is going to be the deficit in our capacity to move product. So that's kind of the plan.

I'll turn it over to David and Edy to kind of talk about the rest of the NEPA process.

MR. PLUMPTON: Thanks. Once again, my name's Dave Plumpton. I work for Ecology and Environment. We're an environmental services company that is under contract to the United States Bureau of Land Management and San Bernardino County, California to prepare the environmental document for the project.

So why we're here is to give you a little overview of the project so that we can solicit your feedback about that project and the proposed alternatives to the project, what are the key issues in your mind and critical concerns, to really help inform the process and inform the ultimate decision-makers for this project. So that's the whole purpose behind encouraging public participation.

And there's administrative steps within the process that require this public scoping and public participation in the review of the draft document, that we'll talk about.

The environmental review that's being conducted for this project, again is done pursuant to the National Environmental Policy Act, NEPA, for which the U.S. BLM is the lead agency.

And also, although this is less relevant for your purposes, also pursuant to the California Environmental Quality Act, the State level act, under the direction of San Bernardino County.

Several actions that are proposed as part of this project have triggered involvement by these agencies, and the main ones are the need for a right-of-way grant for this project to cross lands that are administered by the BLM. And what may or is seeming may not be a requirement at this point, is an amendment to the BLM's California Desert Conservation Area Plan.

For the county, a franchise agreement is going to be needed for pipelines across --

MR. CAMPBELL: That's San Bernardino County, not Clark County.

MR. PLUMPTON: Yes, yes, let's be clear on that. San Bernardino County, California, again we'll just skip over this real fast. Yeah, they're going to need a franchise agreement for pipelines that run across county-administered lands and, real quickly, a conditional use permit.

The objectives of all of this are to identify issues that the environmental analysis needs to focus on to satisfy the requirements of NEPA. And, in addition, to identify a reasonable range of alternatives to evaluate alongside with the proposed project.

Along with that we will identify and disclose all of the probable environmental impacts associated with the project as a way to identify ways to avoid those impacts or to mitigate for those impacts that are deemed to be significant.

Again, this is all geared towards informing the ultimate decision-makers for the project and, to that end, encouraging public participation to help inform that whole process.

The joint environmental document is really going to proceed along six main phases. The first began with circulation of the Notice of Intent and Notice of

Preparation for the document. That went out on the date indicated and that really started the scoping process.

Two days ago we started the first public scoping meetings in Rialto. Yesterday we were in Victorville. Tonight, we'll close out the scoping meetings for the project. After the comment period on scoping, we'll start the draft environmental document.

And the graphic in the back really provides good detail about the contents of the draft environmental document. It's a description of the project, a description of the environmental setting, the likely environmental consequences if the project were to be taken, impacts associated with the project and the alternatives, and mitigation measures, among other required sections. But that's a brief overview of the environmental document.

Following the completion of the draft, a public review period opens and the same circulation as was used for noticing the public scoping meetings will be used to distribute the draft document for public comment. It will go to affected landowners, interested stakeholders, state, local and federal government agencies.

And this is, again, to get comment on the draft environmental document. This has a required interval that will be observed, following which the final environmental review will take place.

This incorporates the -- and I should mention that it's during the completion of the draft phase that the BLM will identify their preferred alternative for the project.

Following the receipt of comments and closure of the public comment period, the final will be prepared, and that will include all the comments and the response to those comments on the draft.

And, hopefully, at that point, we'll have a document that satisfies the federal agencies, the state agency, and the BLM will then publish the record of decision and the State of California can do likewise.

Again, this graphic shows the main steps at which public participation occurs. The red squares, all the way on the left, indicate where scoping for the project -- and, again, scoping is to just get our hands around a really tentative description of the project. Again, it's as proposed, this is not the final version of the project, so that we can give that to you, give you a basic understand of what's proposed and get your feedback on it, what you think the key issues might be, local concerns, inform the analysis of alternatives.

This preceded by a mailing to affected landowners and interested stakeholders, as I mentioned, notices distributed to the state clearinghouses in both California and Nevada, publication in the Federal Register and, again, three public meetings.

The draft EIR/EIS, again, there's a graphic in the back that describes the contents, it might be a little bit more readable, on the back wall.

At the completion of the draft, again another public comment period. That second red column there, that David's highlighting. And it will be noticed similarly, again publication in the newspapers, a distribution to everyone on the mailing list for the document so that draft can be reviewed.

And following, an analysis -- a re-analysis in the final, including the comments and responses to those comments, we'll have a final version for the state and the -- the joint environmental document.

Do you want to talk beyond the process?

MS. SEEHAFER: Well, basically, just to reiterate what I said, before we start to hear from you, what we get from you is what we use to inform the range of alternatives and the focus of our analysis. So from the BLM's perspective, your input at this point is really important.

We will continue to take comment until we release the draft EIS, but when the scoping period closes we're going to begin to start consolidating the information from our data collection, consolidating the information from the scoping period, and starting the analysis. And so if we have as much feedback as possible prior to the end of the scoping period, that can be integrated into the analysis before we begin actually looking at impacts.

So the extent to which you can get us feedback by May 17th, we'd really appreciate it. And you can ensure that we will take it into consideration during the analytical process.

Our preferred alternative. We're looking at publishing the draft EIS this fall, so we'll be coming up with a preferred alternative before we publish.

You will be getting that, if you're on the mailing list.

And then after we get your feedback from the draft EIS, we will be coming out with a final EIS that indicates our responses to any comments, both from public citizens, from agencies, from tribes, and we will be making a determination of what we think the proposed action is.

After the final EIS is released, there will be a 30-day appeal period and then we'll have a decision.

The reason we thought there was going to be a plan amendment is because we thought they would have to do quite a bit further deviation to get out of the Mojave Preserve and now it looks like they may not have to go as far north as they intended.

And we actually do have a utility corridor, which they are following for the entire length, on public lands. And this was identified in our Resource Management Plan.

So what we're hoping is, to the extent feasible, we stay within those utility corridors that have already been identified in our Resource Management Plan, and if that's the case, if we can do so, we will do so, as long as there's not any new issues that come forward that would cause us to need to move it outside the existing utility corridor.

MR. PLUMPTON: Thank you. So with that, we'll open it up to your comments on what you've heard so far. If you have not, already, and want to provide comment, please fill out a speaker card.

We need to retain what's referred to as an administrative record for the project. And the administrative record, again the comments that are received on the project, whether they're verbal, tonight, we have a stenographer who will retain transcripts of every comment, and a little question and answer, if it comes to that.

You can mail in comments, you can fax them in to BLM. You can e-mail them. There's lots of different ways. So if you want to make comment on the project, but not speak tonight, there's also comment cards that can be filled out.

But it's important that we are able to identify who made those comments for the purpose of maintaining a complete administrative record for the project.

MS. SEEHAFER: I don't have any cards up here, so has anybody filled out a speaker card? Does anybody have any questions that they'd like to ask for the project?

Yeah, can you --

MR. PLUMPTON: And if we could --

MS. SEEHAFER: Just give your name, so at least he'll have your name for the record.

MR. ROTTE: Yeah, we need you to use a microphone so that he can record the comments.

MS. SEEHAFER: Or questions.

MS. QUILLIN: Okay. Elizabeth Quillin, Q-u-i-l-l-i-n.

MR. ROTTE: The mike's not working. Is this one good?

MS. QUILLIN: Elizabeth Quillin, Q-u-i-l-l-i-n. The e-mail that I received has a general map and I see that you have a website on these materials. Does the map show, with some specificity, the jurisdictional boundaries of all the different jurisdictions? I mean, this kind of generally shows it going through Clark County, but it doesn't indicate North Las Vegas, Henderson, the unincorporated counties.

MS. SEEHAFER: The map we have, that came with the notice, does not. That's just like an overview map.

However, if we know what specific area you're looking for, we can provide that to you. Is there a specific area you're looking for?

MS. QUILLIN: The St. Rose area, where you're crossing St. Rose kind of parallel to Las Vegas Boulevard, because there is a large casino development that's going to be planned there, on that intersection.

MR. CAMPBELL: Yeah, why don't you zoom in on that, David? He can zoom in on that and take a look. I've seen a number of the signs out there and kind of wondered about that, as well. So it's good you're here.

MR. MARX: Yeah, the layers -- the colors that I turned on are layers of city boundaries or community boundaries that we basically pulled down from the web, so I don't know how accurate they are. I know that often cities do annexations. I just don't know the dates of these files. Our GIS people would know that.

But, I mean, you can see Henderson, North Las Vegas -- or the City of Las Vegas, North Las Vegas, unincorporated area of the county. And I forget what this community is called.

MS. QUILLIN: Southern Highlands.

MR. MARX: Is that actually a city or is that just a community?

MS. QUILLIN: Yeah, it's unincorporated.

MR. MARX: So the specific area, let me shade back some of the colors here. The specific area you're referring to is -- I saw the casino under construction, and Las Vegas Boulevard is closed except for one lane, it must be a wonderful traffic situation, is right in here?

MS. QUILLIN: Yes.

MR. MARX: Yeah. And, again, the project right now proposes to use North Las Vegas Boulevard, instead of diverting up through Southern Highlands this way. It would be construction in the street, it wouldn't be on private property, so that it would be in the public right of way.

MS. QUILLIN: Thank you.

MR. MARX: And it would require probably much less traffic restrictions than what's there right now. In fact, we were out here, you know, encountered that at the same time, three weeks ago when that fatality happened on Interstate 15, and it took us like just an hour and a half to just get through there. So we can appreciate the traffic issues.

MS. SEEHAFER: Are there other comments, questions? Anybody else that would like to say something? Yes, sir?

MR. GERWITZ: I've got a question regarding --

MS. SEEHAFER: Could you give your name for the record?

MR. GERWITZ: My name is Douglas Gerwitz, I'm a resident. We know that this pipeline, or I believe that this pipeline has had leaks or ruptures in the past. From the very selfish point of citizens of Nevada, what is the operator's plan or vision, should there be a rupture at some point in the future, to remediate problems, both if there's a fuel spill, but also to get the line back on track?

MR. CAMPBELL: I understand. Well, of course, one of the main things you can look at is we're putting in a new pipeline, so it's new steel, new coating materials. The existing pipelines were put in, in the early sixties, early seventies. So that's a good thing.

The other thing is the system has more capacity, so if we were to have a problem -- and a lot of times what happens is -- I mean, there have been a couple of incidents where the pipeline has ruptured, somebody's hit it or something like that.

We do have times where sometimes we have to shut the pipeline down for other reasons. For instance, not too long ago there was a train derailment, and a tank car full of acid spilled on our pipeline out near Imperial, the one that goes to Phoenix, so it was shut down for three or four days.

The nice thing about this system is we've got two reasonably good-sized pipelines, a 16-inch and a 14-inch, both can provide substantial capacity, not for a long period of time. So our objective in that situation is to get the pipeline up and running again, as quickly as possible.

It's a good thing that there's two pipelines so that, no matter what, we can have -- if we have a problem with one of them, we can have fuel delivered through the other one to provide -- to make sure that there's some delivery.

Typically, we don't have the pipeline shut down for long periods of time, however. Our crews get out there pretty quick and deal with things.

I think in the case with the rail incident, I just talked about, it was about a three-day period.

I'm not sure what the capacity is in terms of what's stored at our Las Vegas Terminal, in terms of Vegas's use. But, you know, we've had a pretty good track record of getting the pipeline back up and running.

So I guess the take away is more capacity is a good thing, two pipelines are a good things, new steel, new coatings makes the pipeline system that much more robust and reliable.

MR. MARX: And I guess to maybe answer the other part of your question, the Kinder Morgan does have an oil spill response and prevention plan, as most major oil companies do. It's an extensive plan that they basically have contractors identified, equipment identified in various locations throughout their system, so that if there is a release and they need a contractor out there to do an excavation, do a repair, do a clean up, that they're not phoning around trying to find those people, those people are --

MR. CAMPBELL: On call.

MR. MARX: -- on an on-call state. Again, most pipeline companies operate that way.

They also inspect their lines regularly. One of the most common reasons for pipeline failures is a third party doing an excavation that damages the pipeline. In some cases, if the equipment damages the pipeline and the release happens right away, you know, the computer systems that monitor the delivery of fluids in the pipeline, will immediately sense the drop of pressure in the pipeline, and they'll start an organized process to shut the pipeline down, you know, when they see that kind of critical pressure loss.

The other things that -- you know, the more insidious thing that can happen is a backhoe operator or someone digging in their yard, or a construction crew working on a street project will hit the pipeline, look down in the trench, know they hit the pipeline, but say, okay, nothing's leaked, so we'll cover it back up, not aware of the fact that what they've done is they've damaged the external coating that prevents the pipeline from rusting or from corroding, and then months, or years later, you know, the pipeline could fail at that location.

Kinder Morgan does an internal inspection, they run an internal inspection tool through their pipeline every five years, and that internal inspection tool uses some fairly sophisticated electronics to look at pipe thickness, and to identify what are referred as anomalies, which are areas where it appears that the pipe wall may be corroding.

And if they discover an anomaly, then they'll send a crew out, actually do an excavation, and then physically inspect the pipe.

These are all things that didn't happen 10, 15 years ago. It's all part of the state-of-the-art pipeline inspection and maintenance program.

MR. GERWITZ: Regarding this, in reference to this inadvertent damage that might be done by a third party, are there local agreements in place that compel tradesmen, who do work near the pipeline, to notify Kinder Morgan or the local jurisdiction that they are operating near that pipeline, so that there can be some opportunity for visual examination before it's covered up again?

MR. MARX: Yeah, there is a system called One Call, which is if you do any excavation -- if anybody does any excavation, and it's nationwide, it's a phone number that you call and it coordinates all excavations with all the underlying utility owners.

So that if anybody has an excavation job, and it's not only for Kinder Morgan's pipelines, it's for water lines, sewer lines, electrical lines, fiber optics, pretty much is a way that most credible contractors will call, identify the contacts that they need to make for what utilities are in the area that they're going to excavate, and contact those utilities.

And most contractors, in addition to that, will actually use the utility locator. You know, basically a device that detects metal buried in the ground, primarily, to pretty much understand what's in the ground before they start excavating.

You know, they do excavation and they do damage, they're on the hook for that damage, so they're doing that to protect themselves, as well as to make sure that they're doing the right thing.

MR. CAMPBELL: Yeah, and our protocol is -- and we get thousands of One Calls, or Dig Alerts, or Blue Stakes, depending upon which state you're in. Our protocol is if somebody's digging -- we go out and mark the pipeline and look at where the person's digging. If they're going to be digging within 25 feet of our pipeline, we put one of our inspectors on site when they're doing the work.

MR. PLUMPTON: It's probably also worth mentioning -- you know, this is all the mechanical stuff that gets done, but it's also probably worth mentioning, in terms of the kinds of incidents you're talking about, that the environmental document will have within it a really detailed risk assessment, and there's a chapter in the EIS on public safety.

MR. KEZAR: Dan Kezar. Are these maps here available on the websites given?

MS. SEEHAFER: No, they aren't, not at this time. What are you looking for?

MR. KEZAR: I work for Clark County and I'm not sure who -- I know you said you'd dealt with some people who routed around Southern Highlands, but if people wanted to take a closer look here, at these maps, these details of eight and nine, versus the large scale one, I wonder if they're available?

MS. SEEHAFER: Just why don't you come up and give your name to Allan, and he'll make sure you get those maps.

MR. CAMPBELL: Yeah, I think we've met with Clark County. We may not have -- I don't think we've met with you, specifically, but I think we've given some maps and we're, obviously, going to be applying for some permits from the County. But give me your card, I'll give you my card, we'll get you some information.

MR. KEZAR: Okay, thank you.

MR. SPENCER: Keith Spencer. Where your line is anticipated to be within the, I guess, the parallel alignment, do you expect the new line to fit within the existing easements, or are you anticipating having to expand those?

MR. MARX: We don't expect the new lines to fit within the existing easements. We may need an additional ten feet, you know, depending on -- let me maybe take a step back.

We do know that there is -- we've done preliminary substructure work in the City of Las Vegas, as well as in the City of Rialto, to identify whether or not there's room in the street at all. Because some streets have a storm drain, a sewer line, a water line, a natural gas line, fiber optics, underground electrical. And when you try to find a place to put in a two-foot trench, you're just too close to the other utilities and you just can't put it there.

We already know that -- we know the level of congestion in Valley View is, for the most part, open enough that we're fairly comfortable that we can put the new line in, in that public right-of-way somewhere. We won't know exactly where until we actually do a detailed substructure research, get all the as-builts from all the utilities, figure out exactly where their lines are and whether or not we're going to be on the right side of the street, the center of the street, or the left side of the street. We just don't know the answer to that question, yet.

MS. ACCARDI: Will you let people know? Because we're on the side of the street that you might want to go on in Valley View.

MS. SEEHAFER: Wait, say your name and repeat the question for the record?

MS. ACCARDI: My name is Shelly Accardi, and we have property on Valley View, and we know what's on the other side. We don't want anything on our side. And I'd like to know how I'll be informed about that.

And what is the possibility of me seeing --

MS. SEEHAFER: Well --

MR. CAMPBELL: Go ahead.

MS. SEEHAFER: Well, as far as whether it's going to be on the right or left side, that hasn't been determined, yet.

In terms of if it's on your property and there's no existing easement, I don't have any authority over that. I'm with the BLM, I only have authority to make recommendations to my field manager on public lands.

The Kinder Morgan would be working with Clark County on that, and the private landowners. So in terms of where it's going on --

MR. CAMPBELL: Yeah, that's going to depend more upon the alignment with the subsurface.

MS. ACCARDI: And you'll let us know when it --

MR. ACCARDI: I'm her husband, so the same name, Accardi. What we're talking about is --

MR. ROTTE: Excuse me. Yeah, we want to make sure we get your recorded.

MR. ACCARDI: Jack Accardi. And the land where your pipes are at now, right now on Valley View, the two pipes are on the east side of Valley View, and there's property there that goes from Silverado Ranch, probably all the way down to Blue Diamond, where the pipeline is in, now. And there's about 41 acres there that belongs to the BLM, on the east side of Valley View, where the pipes are now. So there would be no problem for the pipeline to go on the east side of Valley View, where it's at now, because you can go 10 feet in, 20 feet in, because it's all BLM land.

MR. CAMPBELL: What was the other street, Silverado and --

MR. ACCARDI: Silverado Ranch.

MR. CAMPBELL: Silverado Ranch.

MR. ACCARDI: It goes all the way to Gary, where my property is at.

MR. CAMPBELL: Gary?

MR. ACCARDI: Yeah, to Gary. And further down, the pipeline goes further down there.

MR. CAMPBELL: You know, we haven't finalized our alignment, but it's certainly something we can look at.

MR. ACCARDI: Yeah, well, we know that there's a lot of BLM land there, and it should be very simple to go around property there, that there's a home there right now on Gary and Valley View, that I'm sure he's not going to want the pipeline there, either.

MS. SEEHAFER: So you're talking about stay on the east side, rather than the west side, of Silver --

MR. ACCARDI: Yes, yes, exactly. On Valley View.

MS. SEEHAFER: On Valley View.

MR. ACCARDI: On the east side, coming from Silverado Ranch, which they just made that street wide. It used to be called Gomer, they changed it. And it's going to go -- Valley View is going to be a six-lane highway over there.

MR. CAMPBELL: So probably it's going to be wider, and even that area over there will be part of the street in the future, anyway.

MR. ACCARDI: Wider. But they just put a brand-new water line in the center of the street over there now, so --

MR. CAMPBELL: You know, some of these routing issues are a great question, and things we'll work out with the county.

MR. ACCARDI: Well, this might help you.

MR. CAMPBELL: Yeah, yeah, that's great.

MR. ACCARDI: Just knowing that that land there, you do have BLM land there, where the pipeline is at, where you could just move it right over.

MR. CAMPBELL: Well, we'll certainly take a look at that, and I'm sure we'll be talking with the County and getting their input about the way we route through that area. So appreciate it.

MR. SHIH: Cheng Shih, with the City of Las Vegas. I just want to clarify, and so far, off of the map I saw everything's occurring within the county as far as new pipeline. I think that there's some comment about talking to City of Las Vegas to identify what's on the right-of-way. My understanding is nothing will happen on the City of Las Vegas jurisdiction boundary. Am I correct?

MR. CAMPBELL: And that's our understand as well, that's correct.

MR. SHIH: Okay, I just wanted to clarify that.

(Laughter.)

MR. MARX: Yeah, again, I'll turn that back on just so you can see it.

MR. CAMPBELL: Unless you guys annex a lot of land in the near future. That should be it. It looks like Google is not cooperating.

MR. MARX: Yeah, our read on it is that we're not going to be in Las Vegas.

MS. SEEHAFER: Well, they have existing pipeline in Las Vegas, but they're not planning on putting any new pipeline in Las Vegas.

MR. CAMPBELL: Correct. Don't worry about it, David.

MS. SEEHAFER: Yeah, other questions or comments?

MR. ACCARDI: We just wanted to know will we be notified if it's going on the east side or west side of Valley View?

MS. SEEHAFER: Yes, be sure you put your name and your address down.

MS. ACCARDI: On this?

MS. SEEHAFER: You can do it on that. And just indicate that you want to be on the mailing list and you will be notified.

MS. ACCARDI: Thank you very much.

MR. ROTTE: You may receive more information than you want, but it's important that you get at least enough, okay.

MS. ACCARDI: No, we want it. Thank you.

MS. SEEHAFER: Would anybody else like to say anything?

MR. GERWITZ: Douglas Gerwitz, again. Is there any intent during the scoping process, when you're working with the various state and municipal agencies, to consult them about what you're intending to do, so that they can have an understanding of the effect that this project will have, so that they can coordinate any underground work that they may choose to co-op at the same time?

We will all agree that it's insanity to pave a road and then six months later void the warranty because of the no-cut clause? Is there any effort intended to be -- you know, put forward to let these surrounding municipalities know that this is going to go down, paving's going to be done, and now that we've got it open we'll let, quick, get in what we want to get in there in, to save everybody money?

MR. CAMPBELL: Absolutely. And we're having those discussions with the municipalities, with the State. There's actually a -- and to the extent that that's possible, and we're aware of projects, you know, we're open to that. We have to be a little careful because we don't have authority to do the project, yet, so it's a question of if there's another project going on and we're relocating pipeline, or they're relocating utilities, maybe it makes sense to put a couple thousand feet of 16-inch pipe at that location at the same time. I've had that happen in the past. We are talking to municipalities, though.

MR. MARX: And that was one of the key discussions that we had during the feasibility study is that we actually met with public works officials from all the jurisdictions to identify whether or not there were major storm drain projects, or road projects that would either have them desire us to be in a street at a particular time, knowing our construction schedule was going to be 2010, or desire that we're not in that street because they're planning to repave it in 2009 and didn't want us to come back in.

And so we have been coordinating with all the public works agencies. They know our schedule. And that's not going to say that they're not going to have a project that they're going to accelerate or for whatever reason do, but it's a key objective of ours to try to be as good of a neighbor as we can during construction.

MS. SEEHAFER: And we've already gotten -- or they've already gotten, actually, specific feedback from Colton because of that. And certainly, the BLM or the Kinder Morgan are open to those comments in the future. Not just now. But the sooner, the better.

And if you know something that hasn't been brought to us, feel free to provide that information to us so we can follow up with it.

You know, it may be that some things come up and, for some reason, nobody raises their hand from a city or state agency because it maybe ended up on the wrong person's desk.

So, certainly, we're open to anybody providing that feedback to us and then we'll follow up to see, to make sure we are coordinating.

Anybody else like to talk, or say hello?

MR. ACCARDI: Is the gas going to be cheaper with this pipeline?

(Laughter.)

MR. MARX: It will be more expensive without.

MR. CAMPBELL: Yeah, that's more the way to put it, it will be more expensive without. The cost for transportation the fuel is a very, very small amount of what we pay for gasoline.

MR. ACCARDI: We need a refinery here.

MR. CAMPBELL: Well, the problem is you don't have any crude oil here. So you'd have to bring the crude oil through a pipeline.

(Laughter.)

MS. SEEHAFER: Bringing it through a pipeline is significantly by -- I don't know, by a lot cheaper than bringing it here by truck.

MR. PLUMPTON: And safer.

MS. SEEHAFER: Yes, and much safer besides. So, you know, there are still issues with safety, as there are any time you have something that's flammable and, you know, has other health, potential health issues, as well as explosive and whatever.

But, certainly, pipelines have been shown, so far, to be the safest mode of transportation that we have available to us, until we learn how to bottle them and send them via, you know, laser or something.

But I really do appreciate you all coming here. I appreciate the Parkdale Community Center for hosting us, this has been really great.

And, certainly, if you're interested in this project, please stay in touch. My e-mail is on these sheets, eseehav@blm.gov. You can e-mail me any time. My phone number's there.

And one of my jobs is to be responsive to you and I take it seriously. So thank you very much.

MR. ROTTE: You can e-mail us, you can write us a letter. Phone calls are okay, but we would misquote you, so please send us anything in writing.

And the only thing I wanted to say is to kind of address what you said, in all cases, from what I've seen on other proposals, they want to put the new line where the old lines are. It's, I guess, better, faster, and cheaper.

Unless they run into something, the airport in Colton, you know, that would cause them to move out of the current alignment. But in all cases their preference has been to put the new lines where the old lines are.

And, you know, from our stand point, from the BLM on the public land, which is mostly undeveloped land, that makes sense to us because any land or ground disturbance they're creating is land that's been previously disturbed. So if there's any kind of a species, or issues, resource issues, archeological, it's previously disturbed land. So that's our preference, also.

So generally, the only time they've moved out of the current alignment is because of something else that's come up. And it could be from one of the federal agencies. Mojave National Preserve was designated in part of its wilderness area, so there is no construction in wilderness, so that's one of the reasons they're going around the preserve.

So any time where you see the lines are not together, it's because of an agency's asked them to move, usually.

MS. SEEHAFER: Or engineering. It could be an engineering issue.

MR. ROTTE: Yeah. And then when they get towards what Dave was saying, the detailed engineering, is when they start coming up with, you know, it may look good on paper to put them in the same place, but then there's a sewer line there and some other line. So we'll keep you informed.

MS. SEEHAFER: And, also, and areas are developing now, that weren't developed in the early sixties or the mid-seventies, when these first two lines went in.

But, certainly, that's why, you know, we try to notice you and let you know, and get some feedback from you on where we may need to modify that alignment.

So thank you, again, for coming.

MR. ROTTE: And we're all going to be here. So if you have questions, you want to look at the charts, or you have questions about the charts, how construction's done -- I do permit processing, but for the technical stuff, Dave's with the engineering and helped engineered some of the preliminary stuff that's been done. And then Allan's with Kinder Morgan, and specific details of the pipeline, the pipeline's operations. The people are here that you can ask those questions of. And we encourage it.

MS. SEEHAFER: Thank you.

MR. CAMPBELL: Thank you.

(Thereupon, the April 3, 2008, Public
Scoping Meeting of the Bureau of Land
Management was adjourned at 7:30 p.m.)

--oOo--

CERTIFICATE OF REPORTER

I, TROY RAY, an Electronic Reporter, do hereby certify:

That I am a disinterested person herein; that the foregoing Bureau of Land Management, Public Scoping meeting was reported by me and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties in this matter, nor in any way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of April, 2008.

Troy Ray

Official Reporter

Appendix D

Transcript from fourth scoping meeting April 30, 2008, Rialto

MEETING

BUREAU OF LAND MANAGEMENT

PUBLIC SCOPING MEETING

CALNEV PIPELINE EXPANSION PROJECT JOINT EIS/EIR

RIALTO HIGH SCHOOL

RIALTO, CALIFORNIA

WEDNESDAY, APRIL 30, 2008

6:00 P.M.

Reported by: Troy Ray

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

Edy Seehafer, Bureau of Land Management

Rich Rotte, Bureau of Land Management

Carrie Hyke, County of San Bernardino

Allan Campbell, Kinder Morgan Energy Partners, L.P.

David Marx, URS Corporation

Dave Plumpton, Ecology and Environment, Inc.

Kristen Walker, URS Corporation

PUBLIC APPEARANCES

Anna Ulibarri, Director of Facilities and Planning, Rialto Unified School District

Mike Story, Director of Development Services, City of Rialto

Patty Salis, Homeowner on Linden Avenue

Lynn Boshart, Resident of Rialto

Lisa Ignacio, Resident of Rialto

Jim Kennedy, County Regional Parks

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PROCEEDINGS

MS. SEEHAFER: Good evening, my name is Edy Seehafer, I'm with the Bureau of Land Management, in Barstow. Welcome to the Calnev Public Scoping Meeting.

We would really like to thank you for coming and thank the Rialto High School for hosting us here.

BLM Barstow Field Office is the lead for the environmental documentation on the Federal side. That's in compliance with the National Environmental Policy Act.

This is an environmental impact statement. And we're at the beginning of the process here, we're looking for you comments. We'd like you to get them in by May 17th, it's up there.

So, again, I'd like to welcome you and let the other folks up here introduce themselves.

MS. HYKE: Thanks, Edy. I'm Carrie Hyke, with the County of San Bernardino. I'm a principal planner with the Land Use Services Department.

Along with the BLM, we're performing a joint environmental review of the project. And so we have a different environmental law that we follow, that's the State -- the California Environmental Quality Act. You might have heard it abbreviated as CEQA. So we're the lead agency for that.

Again, this is just a meeting for us to give you an overview of the project and then there will be opportunity for questions and comments, as well.

I'm going to pass it to David, to introduce himself.

MR. MARX: Thank you. I'm David Marx, with URS Corporation. Kinder Morgan has hired URS Corporation to do the environmental permitting and design for the new pipeline project, and I'm the project manager.

MR. ROTTE: I'm Rich Rotte, I'm the project lead for the BLM. The project goes through the Barstow Field Office, the Neal Field Office in California, and the Las Vegas Field Office, in Nevada.

And as the project lead, I just coordinate all the activities through the process, to the point of decision, and then whether or not we issue the right of way or the lease for the pipeline.

MR. CAMPBELL: Good evening, I'm Allan Campbell, with Kinder Morgan Energy Partners, we're the owner of the Calnev Pipeline system.

MR. PLUMPTON: Thank you. Good evening, my name's Dave Plumpton, I'm a project manager for Ecology and Environment. We're the third party preparers, under contract to the Bureau of Land Management, and San Bernardino County, to prepare the joint environmental document for the project.

MS. SEEHAFER: Okay, just to get started and let you know, briefly, what we're going to be doing, is we're going to be giving you a project overview of this pipeline, and let you know where it's going, and that project overview is going to be conducted by David Marx, from URS, here on the end. And then after that we'll be talking about the process to evaluate their proposal, and then opening it up to you for your comments and questions, as Carrie mentioned.

So I'm going to go ahead and turn it over to David, so he can give you a project overview.

MR. MARX: Okay. Allan, did you want to do some preliminary stuff first, or do you want me just to go into the routing, first.

MR. CAMPBELL: No, I'll do that.

MS. SEEHAFER: Excuse us, we need more than one mike.

MR. CAMPBELL: Again, my name is Allan Campbell, I'm with Kinder Morgan Energy Partners. So we own and operate the Calnev Pipeline System.

Let me tell you a little bit about Kinder Morgan. We're an interstate pipeline company, we operate pipelines that transport refined petroleum products all over the Western United States. We have about 3,200 miles of pipelines in the Western States, in California, Nevada, Arizona, New Mexico, Texas, Oregon, Washington.

We also operate natural gas pipelines, more in the center part of the country and over on the East Coast.

So the Calnev Pipeline System was built originally in the early sixties, it was expanded in the seventies. With the growth in Southern California in the desert area, and in the Las Vegas area, pretty much the pipeline system's out of capacity. And with the ongoing growth, we need a bigger pipeline to deliver refined petroleum products to those markets.

I should say, you know, particularly when I got gas today and paid $4 at my gas station, that we're not an oil company. Not that they're -- you know, we depend upon oil companies to deliver gas and refined petroleum. But that's not our business, we're a transportation company.

What we do has very little to do with what we're all paying for gas at service stations. Our system is a transportation system that moves refined petroleum products from refineries to markets, like up here in the Inland Empire, up in the high desert, over in Las Vegas, where there aren't any refineries. So this is a transportation system to move those products around as efficiently and as safely as possible.

So that's pretty much who we are, what we do. Real quick I'll just mention that the pipeline system delivers products to a number of important places and communities around Southern California, up in the desert, and over in Nevada.

The pipeline system, here, originates at the terminals down there off Riverside Avenue, you know, where the tanks are down there off Riverside, those are ours. We're a member of the Rialto community, you know, we do business here in Rialto.

The pipeline system then goes up over Cajon Pass, it delivers to formerly George Air Force Base, now the SCLA, Southern California Logistics Airport.

It delivers to Edwards Air Force Base. It goes to Barstow and delivers to the railyards up in Barstow. It delivers to a terminal in Barstow that provides gasoline and diesel fuel to the communities, the gas stations up there, in the high desert.

It goes on, then, and delivers to the Marine Corp Logistics Base, in Yermo.

It goes on into Southern Nevada and delivers jet fuel to McCarran International Airport, and then it goes to our terminal in Las Vegas to provide fuel to the Las Vegas communities, and then there's another pipeline that extends on over into Nellis Air Force Base.

So it's an important regional infrastructure that services all of the high desert of California and into Southern Nevada.

Pretty much, as I said, the pipeline system is projected to be out of capacity within a couple years, and we need to provide for additional transportation potential through our system, as those areas continue having a need for refined petroleum products.

So that's kind of what the project is about, in a nutshell. I'm going to let David talk a little about it in more detail, and show you what we're thinking about in terms of the routing.

Again, this is very preliminary. We're here to take input from all of you, as we do our design and make decisions about the project.

So I'll turn it over to David.

MR. MARX: Thank you, Allan.

In any liquid pipeline system, the strategy for accommodating future growth is to put in a larger size pipe that you need the day that it's constructed in the ground, and then continue to add pumping capacity, new pumps, additional pumps, larger pumps to the system, until the pipe, itself, reaches capacity, and at that point a new pipeline is necessary.

As Allan indicated, the first line, an 8-inch line went in, in 1960. That line had capacity until 1973, when the 14-inch line went in. The combined 8-inch/14-inch pipeline system will reach capacity somewhere between 2011 and 2012, based on current demand rates for fuel in the high desert in California and in Las Vegas.

As you can see by the slide, the existing system has 156,000 barrels per day capacity. It will increase to 200,000 barrels per day.

The 8-inch line, as part of this project, will be idled. It will be cleaned by running a device called a cleaning pig, which is essentially a scrubber through the pipe. All the liquid will be pumped out of it and it will be filled with nitrogen and sealed.

The project will include a new, 16-inch pipeline, and modifications to the terminals listed up on the slide.

I'd like to briefly go through the pipeline route. There's maps of the entire route, there's a set of nine aerial photos on the wall, in the back, and there's a street map of the regional, local area, also on the wall in the back, if you want to look at more detail about any specific location.

But as Allan indicated, the line starts in Colton. On the screen you'll see the blue line, which is the existing 14-inch line. There's a red line, which is the existing 8-inch line. The green line is the proposed route.

URS conducted a feasibility study starting about two years ago, when Kinder Morgan was projecting that the line would reach capacity in or around 2011, to identify how the system could be expanded.

At that time we met with a variety of stakeholders, all the public agencies. We met with city officials and county officials to get feedback about what they would consider a reasonable route.

The route, itself, starts in Colton, will parallel the 8-inch line down Slover, cross Interstate 10, and then the first deviation from the existing line is that the existing line goes down Linden. Linden has been developed fully around the pipeline, it's a narrow street. Construction would be challenging. There are lots of driveways and houses that front this street, and it would be fairly disruptive to residents along Linden to construct the pipeline project there.

In meeting with the City of Rialto officials, they suggested that we look at Cactus Street, which is a more recently developed street, where house driveways don't typically front Cactus Street. The subdivisions were developed with what are referred to as feeder roads, and they're typically -- as you drive down Cactus Street, they're typically communities that have sound walls that front Cactus, so the disruption to ingress and egress to the community on Cactus would be less than Linden.

The second deviation happens here, with the Rialto Airport where, as you can see, the existing line goes right through the airport, itself, they built the runway on top of the existing pipeline.

Many of you may know that this particular site is subject to redevelopment. If the airport closes before Kinder Morgan would like to start construction, which is in 2010, then the preferred route will be to parallel the existing lines, to come back down Baseline, to Linden, and follow the existing line across the airport redevelopment project north.

If the airport project is delayed and we can't tear up a runway to install a new pipeline, then we would follow the green line around the airport, to the east, connect up with the existing route in Linden, basically to the north end of Rialto.

This orange line right here is a potential alternative route, as is this orange line here. The green and orange lines will all be evaluated in the environmental document to be prepared by the BLM and the County.

From north of Rialto, the line would generally parallel the existing 8-inch line, then there -- as you can see, the existing 8-inch line is here. There are two routes, two alternatives that we've identified. Both of them have benefits and disadvantages. The green line route avoids developed areas, it avoids this five -- 215, Interstate 15 interchange that will be reconstructed sometime in the near future. And that's why we're considering it as a preferred route at this point.

However, both the route that would go through Glen Ellyn Park, as well as this route around the Park, through this interchange, you know, would both be evaluated and reviewed.

Then the pipeline route goes through Cajon Pass, generally paralleling 15. It drops down into Adelanto, it parallels the existing line from Adelanto to Barstow, from Barstow over to Baker.

Again, you can see there's a small deviation in this area here. The existing line is in railroad track right of way, and there's not access without building a railroad crossing at this location, so the concept here would be to stay parallel to Yermo Road, and adjacent to Yermo Road in this particular area.

Then the next deviation from the existing route is here, where the existing lines, represented by the red line, go through a pump station at Baker. This whole area is currently in the Mojave Preserve. The Preserve was established about ten years ago, both existing lines are there. And this is a wilderness area in the Preserve. The BLM and the Park Service, which is the agency that manages the Preserve, had requested that no construction occur in this wilderness area.

And we identified a couple of alternative routes north of Baker to avoid it, reaching this point here where we connect to the existing line again, through the existing Valley Wells pump station, and then pretty much across stateline into Las Vegas.

With that, I'll turn the microphone over, I guess, to Dave.

MR. CAMPBELL: I have one or two more things.

MR. MARX: Okay, I'll pass it back to Allan.

MR. CAMPBELL: Again, the pipelines that we're talking about, sometimes you'll hear them referred to as gas lines. These aren't natural gas lines, it's refined petroleum product. So they're transporting gasoline, diesel, and jet fuel.

The thing I wanted to mention was I have a couple pictures back there of what the construction process looks like. Pipeline construction, we've got a couple different kinds of crews, but primarily what we're talking about is a group of -- a crew that handles what we call the cross-country construction, when it's out in the open desert and you have miles without a lot of obstructions.

When you get into the city areas we put together what's called a city-build crew that can deal with the additional utilities, the traffic control issues, the pavement, and so forth, and so on.

So I've got some pictures back on -- over on the chairs over there, that I would encourage you to take a look at.

Construction at any one location would only last, you know, probably, three, three to four, or five weeks. What typically happens is you have a series of crews come through. First, surveyors come through, then somebody comes through and cuts the pavement and locates the utilities, then somebody comes through and lays out the pipe. Somebody comes through and digs the trench. The welders come through and weld up the pipe. A crew comes through and lowers the pipe into the trench. A crew comes through and backfills, and then another crew comes through and paves over, when you're in urban areas.

In between those times, of course, the trenches and open areas are protected, covered with plates. We typically will do a temporary paving and then come through and do a final paving to match the existing.

But the crews come through sort of one after the other, in a sequence over several weeks, at any one location, just to kind of give you a feel.

And, again, please take a look at the pictures.

I'll pass it on to David.

MR. PLUMPTON: Thanks, Allan. Again, my name is Dave Plumpton.

Now that we know a little bit about the project -- excuse me, a little bit about public scoping, this is all geared, as Edy and Rich talked about, towards involving the public, in a meaningful way, in the decision making.

So it's all about soliciting your opinions about the project, such as it's proposed now. The alternatives, as well, the methods that will be used. It's all geared toward helping to identify alternatives, identify likely impacts, reasonable mitigation measures and the like. So we'll talk about all of that in more detail.

And as Allan mentioned, there are graphics in the back that will help enhance your understanding of where the public process takes place during the overall process that we'll do. So, likewise, I would encourage you to look at those.

So we'll briefly give you a project overview, you've got that. It's all about soliciting your feedback, again, to help inform the process, inform the decision-makers for the document. It's really about allowing you to voice your opinions on the project, again, so that we can use that input to focus the analysis. You're the ones who live here and are best aware of some of the issues.

More about the environmental review, itself. This is a Joint Environmental Impact Statement done to satisfy the requirements of the National Environmental Policy Act, NEPA, for which the Bureau of Land Management is the lead agency.

And as I said, it's a joint environmental document, and the other part of that is the EIR, the Environmental Impact Report, done pursuant to California's Environmental Quality Act, or CEQA, for which San Bernardino County is the lead agency.

The project elements that trigger the need to satisfy these two processes are as follows; the BLM is involved because the project will need a right-of-way grant for those sections of the project that will traverse lands administered by the BLM.

And you can disregard the amendment to the California Desert Conservation Area plan, that's not going to be needed at this point.

The County is involved because the project will need a conditional use permit and, also, a franchise agreement for pipelines that cross lands administered by the County.

A few of the objectives. As we've touched on already, it's really about identifying the key issues to focus the environmental analysis on. Also, identifying a reasonable range of alternatives to analyze, presenting and disclosing the likely environmental impacts that will result from the project and its alternatives, so that we can identify the most effective ways to mitigate for those impacts.

Again, this is all geared towards informing the decision makers. Both processes are aimed at avoiding making uninformed decisions about the project.

The process of preparing the Joint EIS/EIR really follows six main steps. A notice of intent and notice of preparation was filed -- published in the Federal Register and filed with the State Clearinghouses in both California and Nevada, which really started the process.

The scoping period began at that time and a series of public scoping meetings, just like this, began April 1st, here in Rialto. A subsequent meeting was held the next day, April 2nd, in Victorville, April 3rd in Las Vegas and, again, here in Rialto. So this will be the last of the public scoping meetings.

The public scoping period will end on May 17th, so as Edy said, that's the deadline for submitting comments on the project.

At that point the County and the BLM will begin to prepare the Joint EIR/EIS, which will -- the elements of a joint environmental document are available on one of the posters in the back. But, briefly, it's an analysis of the likely environmental consequences, a disclosure of impacts, the mitigation measures and the like. And we can talk a little bit more about the contents of an EIR.

When the draft is completed, it gets circulated for public comment, using the same distribution that we did for noticing these meetings. It's published in the newspaper, affected landowners, local, State and Federal agencies are provided copies.

And a public comment period on the draft begins at that point, it's 90 days. After which preparation will begin on the final joint document, which really incorporates the public's comments on the draft, the agency's responses to those comments, and this really forms the basis of the final. And that's expected in the spring of 2009.

Following this, the BLM will issue a record of decision, and the County of San Bernardino, its notice of determination, which really concludes the process.

Again, this graphic is available in the back, but it goes to the mandated, the required public participation elements of this whole process.

And you can see on the far left, it begins in the public scoping meetings, just like now. Which, again, are noticed in the newspapers, landowners are mailed, local, State and Federal agencies are notified, affected landowners, interested groups, stakeholders, so that they can take part in these type meetings.

We also had meetings with Federal and State agencies about the project.

Following the closure of the scoping period, a scoping report will be prepared that details everything that's occurred during the scoping meetings, and really informs the preparation of the draft EIR/EIS.

And that may not be all that readable but, again, a copy's available in the back.

Following the preparation of the draft, another public comment period begins, which allows everyone to comment on the draft, itself.

Following the closure of -- and it gets noticed the same way, notification is made the same way that the notifications went out for the scoping meetings.

Following receipt of comments on the draft, the final is prepared, which produces the final document, to satisfy the BLM's NEPA requirements, as well as the County's CEQA requirements.

So, again, I would encourage you to take a look at the graphic, it really -- some of the details that may not be visible in this graphic will be a little bit more apparent.

And with that, back to Edy.

MS. SEEHAFER: I just wanted to clarify a couple of things before we open this up for your comments. One is the BLM and the County have not identified what their preferred alternative is on this project. We have an application from Kinder Morgan for this Calnev line, and they've submitted to us what they would propose to do, and some reasonable alternatives that they've identified based on early feedback from us and other agencies.

What we will do is we'll take this feedback that we get from you during the scoping period, as well as information and analysis results during the evaluation of the impacts on the pipeline, and on any alternatives that are identified, and then at that point we will identify, the BLM will identify our preferred alternative. And the County and us will identify the environmental preferred alternative.

So at this point what we have here is a proposal. If you have specific alternatives you want us to take a look at, if you have specific issues that you want to make sure that they get appropriately analyzed in the document, now's the time to do it.

We will continue to take your comments throughout the analytical process, but if you can get them to us now, before we have identified what our range of alternatives is, then they will be more thoroughly considered. Because if we get them later in the process, we will already be doing our evaluation of impacts.

So it's really in your interest if you have a specific issue, or a specific alternative you want us to take a look at, to let us know what that is, let's us know why it's an issue or an alternative you want us to consider. So I hope we will here from you either tonight, or in writing.

And with that, I'm going to go ahead and let David facilitate comments from the audience. And if you have questions for any of us, we'll be happy to take them.

MR. PLUMPTON: Thank you, Edy.

Before we get started, you'll notice that on the speaker cards it asks for mailing address, and telephone, and other contact information. Be advised that part of the preparation of the environmental document is what's called an administrative record. And the administrative record, it's a public document.

So we need this information to help track who made what comments, to ensure that all comments get addressed fairly in the final. But this information becomes part of the administrative record, which will become public. So I want everyone to be clear on that.

Does that address the topic well enough?

MS. SEEHAFER: Yeah. Certainly, if you give your name, then that doesn't include address information. Well, the reason we say this is because we don't hand out information about people who give us comments. But if somebody makes a request, we call them a FOIA request, Freedom of Information Act request, we have to evaluate it.

If you're representing an agency, an organization, if you indicated that you're here on behalf of an organization, whether or not you're a leader of that organization, we're required to reveal any information you give us.

If you're a private citizen, we'll withhold your information to the extent allowable under the law. But we are constrained in how much we can withhold that information. We don't hand it out, but somebody can ask for it and then we have to follow the law in terms of whether and how we can reveal that information.

And I know some people are very sensitive about having their address and other personal information revealed.

MR. PLUMPTON: Thanks. So at this point we have two speaker cards. If you do plan to speak, please do fill out a speaker card, available where we can in.

Anna Ulibarri.

MS. ULIBARRI: Good evening, I'm Anna Ulibarri, I'm the Director of Facilities and Planning for the Rialto Unified School District.

And I'm here just to address three issues that

I've looked at. And I was at the last meeting, and I want to thank Allan for sending us the map.

What I'm looking at, and one of the proposals that I would like to request, and I realize that the City and other agencies are requesting Cactus because of the setbacks but, again, we will now have three pipelines in our City. And one of the conditions -- well, I'm looking at the 8-inch line on Linden, the 14-inch line that's currently existing, it doesn't really impact us much, but it's there. And then the new 16-inch line, which will be on Cactus. So we have three pipelines within our vicinity and that do affect our school sites.

And one of the conditions that we have in siting any school site is that we cannot be within 1,500 feet of these pipelines. And even more so if it is an explosive product type. And you did define what the product types were, but if they're explosive, then the distance is even doubled that, so that's something that we have to look at in the product type.

But what my recommendation would be is that they would just go ahead and align the 16-inch with the 8-inch, and keep it on Linden, and that way we wouldn't have to have the two pipelines running up Linden and, also, Cactus.

Even with that recommendation, in front of Carter High School we will have an 8-inch and a 14-inch.

You know, so these are some of the concerns that I have that it will impact our school sites, it will impact us in siting new school sites, and we need to take a look at that.

What's being proposed right now will directly affect what we have sited in the Renaissance. And I'm only speaking to what I have seen. I'm not sure what your conversations with the Lewis Group is, but right now, with the proposal, we are within 350 feet of our proposed school site. So that would have to cause us to have to move that site. We would not be able to site a school where we've worked to site it in the Renaissance Project.

So that has to be addressed, and either the Lewis Group would have to work with us, or we'd work with them, but it's something that we need to take a look at.

The product type, again. The street closures, that you've talked about, how they will affect our school sites, our bussing routes, and those type of the things as the project gets closer, what we ask is that we be notified so that we can notify the school sites of what construction is working and happening around the school sites.

And, of course, just the safety of the work that's going to occur. I'm not real familiar with your safety procedures of whatever is going on, but we're concerned about the safety during construction and we're asked to address that tonight, something that we didn't bring up at the last meeting.

And what would the traffic measures and your safety procedures be during that pipeline construction.

And that's what I have. Thank you.

MR. PLUMPTON: Mike Story.

MR. STORY: Good evening, my name's Mike Story, I'm the Director of Development Services for the City of Rialto, and I was at the scoping meeting that you held on April 1st, and I'm back here tonight.

Last time it was at the night of the City Council meeting, tonight's the night of the Planning Commission, so you have two for two.

(Laughter.)

MR. STORY: Thank you for getting me out of two meetings I really wasn't looking forward to being at.

But the main thing I wanted to come up and comment on was at the last scoping meeting a few things that we talked about. One was that you would make the Power Point presentation available to us, which you did, and we appreciate that.

Also regarding who was notified of the meetings, which you've also provided that to the City. And from my count, it was well over 700 people that were notified of the scoping meeting tonight, that's being held.

And then, also, that you'd be able to come and speak to our City Council and make a presentation, a brief presentation regarding the project within our City, and we appreciate you guys will be coming out next Tuesday, May 6th, to do that before our City Council.

Just, once again, to just reiterate some of the things I mentioned last time, we're obviously looking to how the pipeline is going to -- we understand the need for it and the purpose for it, but how it's going to impact our community the least amount.

So, obviously, we're talking about traffic, whether it's existing during the construction and how it's going to impact it, and how our people are going to be able to move around town to get to the shops, and get to schools, and whatever that might be.

Obviously, land uses. Existing land uses and proposed, as was mentioned earlier by Anna, how it's going to impact and deal with the Renaissance, how it deals with the Lytle Creek and the future developments that are going to occur in those areas.

And, lastly, public facilities, how it affects existing public facilities or proposed, whether that be a school, whether that may be a park, whatever public facilities that might be.

So once again, we'll also be -- made some comments tonight, but we look forward to making those comments in writing to you, by the May 17th deadline. And then also, like I mentioned, coming before our City Council and speaking to them, they really appreciate you guys coming out and being open and forthright about coming out with the information that you'll be sharing at that meeting. So thank you.

MR. PLUMPTON: That's all the speakers that we had cards for. Would anyone else like to speak, who has not yet filled out a card?

MS. SEEHAFER: Or do you have questions?

MS. SALIS: I have questions.

MR. ROTTE: We ask that you come up here, because that's way it's recorded and we have a record.

MS. SALIS: I live straight across from Carter High School. Thank you. I live straight across from Carter High School, so this pipeline, if you guys decide to run it on Linden, on the north side of the airport will directly affect me. I have three houses there.

All my driveways exit onto Linden Avenue. I'm not real crazy about the first pipeline, but we bought the property 35 years ago, the pipeline was there. We'll live with that.

I'm not real crazy about a second pipeline going in right in front of my house. I have my grandkids next door, we've got the high school across the street, the park is right there, and I would feel better if it was in somebody else's neighborhood, instead of mine.

And the other thing is, I was wondering exactly, I know you guys check the pipeline daily, but who decides when the pipe gets replaced, I mean as far as age goes?

I mean, I know that there's an earthquake shutoff valve just to the south of us, but I don't know exactly how you guys actually maintenance this pipeline. I've never seen anybody do anything other than just run back and forth.

I know that there's been issues where we've had people out there to set a new telephone pole. They didn't even call Dig Alert, or anybody else. We've always been the ones that said, wait a minute, you can't -- you can't do anything unless you guys call Calnev or Dig Alert, first.

There's just -- it's a real concern about a lot of issues, as far as safety and everything for us, our family, and our neighborhood. And I was just wondering what the deciding factor is to where you guys plan on running your pipeline, if it's going to be on North Linden there, in front of the high school, in front of my home, how's this going to affect us getting in and out of our properties during the construction phase, if it happens to go in there?

And let's see, also, I was wondering when -- when this project would actually break ground in my neighborhood how -- you know, as far as that goes, also. So those are my questions and concerns.

MR. CAMPBELL: You know, I'll address the first couple and, David, maybe you can address some of the routing decision-making. But I'll be happy to address the integrity, safety kind of questions.

Can everybody hear me fine? I have a pretty loud voice.

MR. PLUMPTON: Can we also get your name, please?

MS. SALIS: It's Patty Salis (phonetic).

MS. SEEHAFER: Eric, can you bring Allan the mike, then. Thank you.

MS. SALIS: Thank you.

MR. CAMPBELL: Yeah, we have a number of programs that we work on in terms of the pipeline. We have what we call our Integrity Management Program. And there's a variety of aspects to it.

Let me take a step back. Pipelines that transport refined petroleum products are highly regulated. We're regulated by the U.S. Department of Transportation, by the California State Fire Marshall.

In the Department of Transportation, the agency that regulates us is the Pipeline and Hazardous Materials Safety Administration.

So there's a fairly extensive set of regulations that we need to comply with, and one of those is to have an Integrity Management Plan, which we have for all of our pipeline systems.

And those detail the means and methods that we use to evaluate the integrity of our pipeline.

There's a variety of things that we do. One of which is we have line riders, which you've seen, that tour the route on a regular basis to inspect the pipeline, make sure everything looks right.

We have a line pilot, that flies the entire route on about a bi-weekly basis.

The PHMSA, the Pipeline Hazardous Materials Safety Administration, requires us to run internal inspection tools. So we run these, as David referred to, the pigs that they use to push the product out of the pipeline. We also have what we call smart pigs. It's an internal inspection. You know, I knew I would have to say pigs sometimes during this meeting.

It's an internal inspection tool, so it's an electronic tool that we run through the pipeline, that it inspects the walls of the pipeline, measures the thickness to look for corrosion, to see if there's a place where we have rust happening on the outside of the pipeline.

And equally, if not more importantly, measures the geometry of the pipeline, to see if somebody's hit it with backhoe, if there's a dent in it somewhere.

So we get all those results on a five-year basis and evaluate them.

Your comment about the telephone poles is well taken. One of the biggest concerns we have, and if you'll look at pipeline related incidents, where there's releases or safety problems on pipelines, most of them are related to third parties hitting petroleum pipelines. So that's a big concern of ours, as well.

We've been working to increase what we call our right-of-way defense. We've hired additional line riders over the course of the past couple of years, to try to do more to defend our right of way and make sure that people are not digging and hitting our pipeline.

There's a variety of aspects to that, not just us looking at it on a week-by-week basis, but also in terms of the way it's designed and installed, is it better to put it in the streets or adjacent to the streets.

Generally, we prefer in urban areas, if it's in the street, under the pavement, because then we know somebody's got to go and get a permit before -- or they should be -- before they start ripping up a street. Or, certainly, that's going to be more noticeable than somebody just digging up dirt somewhere.

So all of those are things that we consider in the way we design it. And I'm sure as David will address, as well, the EIR which the County -- the EIR/EIS, that the County and the BLM are preparing, they will also address pipeline safety questions. And I'm sure they'll have an entire chapter about that.

But I'll let David talk about that and about, you know, how does the decision get made, and that kind of thing.

MR. MARX: Yeah, Allan, before you do that, you may want to mention the SCATA monitoring system, as well.

MR. CAMPBELL: Oh, okay. So there's pressure monitors all along those -- not all along. But at periodic intervals along the pipeline, that measure pressure. We measure flow as it goes out, we measure flow when it comes in. All of that feeds into a computer, with alarms that notify the operators, you know, if there's a release.

But the best thing to do is not to have a release, is not to need -- you know, not to need that stuff. To design it, defend it in a way so that, while the alarms are in place, they never go off. And that's what our real objective is, is not to know when there's a release real quick, but to not have releases is the approach that we really want to take.

But it is a good point that the system is monitored and feeds into our -- what we call our SCATA system, which is a computerized system that the operators can see pressures, and what's happening along the pipeline, and so forth.

MS. HYKE: Oh, there's another question, how long is the construction delay on a residential street, that was another of her questions.

MR. CAMPBELL: Oh, the timing of the construction -- I think the question was, and correct me if I'm wrong, Patty -- it's Patty, right? Correct me if I'm wrong, it was when will they be building here?

It will be about, probably, a four- or five-week period, you know, of active work at any one place, with those crews coming through one after another over -- you know, one will come through this week, one comes through later in the week, one comes through two weeks later.

And then the paving crew would come through several weeks later.

I don't really know if the contractor -- we don't have a contractor hired, yet. And I don't really know, right now, if the contractor will decide to do work on this end of the pipeline early.

We're planning to begin construction in late 2009 or early 2010, and be done by the beginning, the first couple months of 2011. I don't really know when they'll be planning to do the work in Rialto. My suspicion is that they will probably want to get going with the city-build work pretty early. They'll have a separate crew.

They'll have a cross-country crew, as I said, that will do the work out in the desert, and then they'll have a city-build crew that will do the work here, in Rialto, and probably another one that will do the work on the Las Vegas end, as well.

But right now I can't say it's going to be this month. But, typically, they want to get going with that early because there's a lot of utilities, there's a lot of traffic control, it's complicated. You know, it takes some time to work all that out.

So I would think it would be the early part of 2010 that I would expect them to be here.

MR. PLUMPTON: I think part of your questions dealt with how the decisions are made with respect to routing?

Okay, an awful lot of that -- you know, this is a proposed project. So a lot of the engineering to route the pipe certain ways has yet to be finalized. Really, a lot of those studies come after we identify all the alternatives. And, in fact, a preferred alternative.

David or Allan can speak to exactly when that really ramps up.

But I think one of the other questions that we may be able to answer, in terms of the CEQA and NEPA process, is that of public safety. The CEQA/NEPA document has sections for traffic and transportation, for public utilities, get it before it hits the ground.

(Laughter.)

MR. PLUMPTON: There's a section on public safety. Part of doing an EIR/EIS for a pipeline project involves doing a -- you know, evaluating spill response plan. So there's an awful lot in the environmental document that I think addresses the concerns that were central to your question.

Does that address what you were mostly getting at?

MS. SALIS: For the most part, yes. It's -- like I said, I'm not real crazy about having it come down Linden, and I was just wondering if there was an alternative and if you would be willing to consider that alternative?

MR. PLUMPTON: And I wanted to come back to that, as well. Again, part of what we're doing here in public scoping is getting this kind of feedback from people like you, so that the document can be informed by these sorts of opinions, and to help inform the decision makers for this project.

So I don't know that we really talked about it at length but, you know, we're collecting a transcript of the discussion here today, that becomes part of the administrative record. A comment card would be another way to make sure that these concerns get into the record.

So to the extent that you're comfortable, I'd suggest that's one option, as well.

MS. SALIS: Okay.

MR. MARX: David, specifically, there is an alternative.

MR. CAMPBELL: Yeah, I'm not exactly sure of the specific location that you're talking about, but we do have an alternative to Linden, over on Cactus.

And when we're done talking here, why don't we -- we can look at the maps, together, and one of the things we're trying to do here is identify alternatives.

And we've proposed a couple alternatives here. We're certainly open to consider additional ones.

So, you know, we can take a look at the maps and discuss it. Okay?

MS. SALIS: Well, we're straight across from the Carter High School.

MR. CAMPBELL: Okay.

MS. SALIS: Just north of the airport.

MR. CAMPBELL: Okay, I understand.

MS. BOSHART: My name is Lynn Boshart (phonetic), and I am also a resident of Rialto.

You're talking about an alternative route on

Cactus. There is a school on Cactus, a junior high there. Where would it go from Cactus, where would it turn?

MR. CAMPBELL: David, you want to pull that up?

MR. MARX: If I'm not mistaken, the high school is here?

MS. BOSHART: But that's Linden Avenue.

MR. CAMPBELL: That's Carver, right.

MR. MARX: That's Carver. So basically, to answer your question, there's one route coming up Linden that will be evaluated. We'll also evaluate an alternative that goes out to Locust, and then up Locust and then back down Riverside to match up the existing route.

MS. BOSHART: So if you head up Cactus, then you would turn on Riverside?

MR. MARX: The school on Cactus, whereabouts on Cactus is that?

MS. BOSHART: On Bohnert, in Cactus.

MR. MARX: So it's south of Baseline?

MS. BOSHART: No, it's north of Baseline.

MR. CAMPBELL: Oh, we're not on Cactus north of Baseline.

MR. MARX: Okay, if it's north of Baseline, the route that we're proposing will come up Cactus to West Baseline, and then turn west toward the airport. So if the school is somewhere north, in here, we'll be avoiding it altogether.

MS. BOSHART: Yes. So you're not going to go clear to Riverside on Cactus, then?

MR. MARX: No.

MS. BOSHART: No, okay.

MR. MARX: Correct. Again, it would -- the options here would be if the airport -- if the Renaissance project is moving forward, then the preferred route would be to stay on Baseline all the way to Linden, then come up Linden through the development project that would avoid the school property by the 1,500 feet, that we've heard about this evening. And then essentially follow Linden straight up.

If the airport, the Renaissance project is delayed, then the concept would be to go around the airport.

MS. BOSHART: Right. Okay. Well, when you say go up Cactus, Cactus goes quite a ways.

MR. CAMPBELL: Right. Well, we only go up Cactus to Linden.

MR. MARX: Cactus to Baseline and then --

MR. CAMPBELL: Baseline, I'm sorry.

MS. BOSHART: Baseline.

MR. CAMPBELL: And there is an evaluation, also, that we're looking at around the part of Linden that is north of the airport that goes up -- what's that other street over there, David?

MR. MARX: Locust.

MR. CAMPBELL: Locust.

MS. BOSHART: Okay, and then new, proposed Lytle Creek development, I don't know, there are also schools proposed out there, but I don't -- I have not seen where those are going to be.

MR. CAMPBELL: Right. I don't think -- I don't think we're near them. We have talked to the folks who are doing the development there, and we're in discussions with them about how the route would come through there.

But that came up when we were talking on the airport development and we think we're working through that.

It hasn't come up on the other one. So I don't believe we're near any of those locations, but it's certainly something we'll follow up on.

MR. MARX: Yeah, and it --

MS. SEEHAFER: And if you have a point of contact that you know of, that you'd like to share with Carrie or I, we'd be happy to get in contact with them and talk to them from our perspective.

MR. MARX: And as you can see by the map, we're fairly closely hugging both the existing 8-inch line and the quarry. And I suspect that as the community gets -- the Lytle Creek community here gets developed, I would suspect that the school site isn't going to be next to the quarry, but further in the community.

MS. BOSHART: Well, I hope the site never gets developed.

MR. CAMPBELL: Well, that's a different meeting.

(Laughter.)

MS. BOSHART: I would just as soon see that stay the way it is and not get developed at all.

MR. CAMPBELL: I understand.

MR. PLUMPTON: Any other questions?

MS. IGNACIO: Actually, can I just get some clarification on the map? I'm confused with the different --

MR. PLUMPTON: Can you come up and use the microphone, we can't hear you.

MS. IGNACIO: Oh, my name is Lisa Ignacio (phonetic), and I am also a resident of Rialto.

I'm still confused, trying to figure out which is the existing line and which one is the proposed line. I mean, I see three different colors. Is it red?

MR. MARX: Yeah, the existing line -- the existing line is the red line. Yeah, the existing line is this red line. Hold it still.

MR. CAMPBELL: Unfortunately, they kind of overlap with each other. So you can't see both the colors simultaneously, so I'm sorry.

But so this is -- just can you turn on just the existing line, David?

MR. MARX: Sure. Oh, sorry, just the existing?

MR. CAMPBELL: Just the existing. None of the proposed line, just the existing 8-inch.

MR. MARX: Okay.

MR. CAMPBELL: Okay, so the existing 8-inch comes out of our terminal, it goes down Slover, it goes up Linden and crosses like that. That's what it does.

So it's real straight. And, frankly, we like it when the pipelines are straight. It's easier to keep track of them, so forth, and so on.

So, I mean, ideally we would build in exactly the same place but, of course, the community's changed since the early sixties so, I mean, that's just not feasible.

So the existing one comes down Slover and goes up Linden.

So take that one off and just put on the proposed, with the alternatives.

So what we're proposing to do -- you don't have the Linden alternative on there. But that's an alternative, okay.

So what we're proposing to do is come this way, we've talked to the City, you know, we're evaluating Cactus.

This is a little complicated, so there's a couple of alternatives there. This is a little complicated, so there's two alternatives there.

And we don't show it right now as an alternative, but Linden is still in the mix as a possibility, but that seems like more impact to us.

That's kind of what the whole scoping process is about.

MS. IGNACIO: Now, what would happen if you -- instead of building, expanding, you know, what you currently have, you use one of the alternative routes, what will happen to the old pipeline, will that be shut down?

MR. CAMPBELL: No, either way the whole pipeline through the City will be emptied out. Okay, so you'll have a continuous new pipeline from here to there, however it gets there. It will take one of these various routes. But there will be all new pipeline from here all the way up to here, and the existing 8-inch pipeline will be emptied from here all the way up to there.

So either way it has to be continuous. Okay, we can't have a break in it. And there's no plan to use a piece. It wouldn't work to use a piece of the 8-inch on this end of the pipeline, like just use a little bit of the existing one and leave it there, that won't work.

So we've got to have a continuous, new 16-inch from here up, all the way across, across the river there. Okay.

Does that help?

MS. IGNACIO: Thank you. Yes, I was very confused with the lines.

MR. CAMPBELL: Yeah, there's too many colors, I understand.

MR. MARX: Anna?

MS. ULIBARRI: I just want to clarify something, now. It's going to be empty at the last --

MR. ROTTE: Wait, excuse me.

MS. ULIBARRI: Okay, I'm sorry. Okay.

Just a clarification, because at that scoping meeting you said it was going to be used as storage, the 8-inch.

MR. CAMPBELL: No, no, no, no, no. Well, if I said that, then I didn't form my sentence right and I'm sorry. No, there's nothing going to be stored in the 8-inch line. No, the 8-inch line will be emptied, we'll push cleaning pigs through it, and it will be filled up with nitrogen, capped, and left with nitrogen. That's the plan for it, currently.

What happens to it in the future, I don't know. But at the end of this project it will be emptied and filled with nitrogen.

MS. ULIBARRI: Okay, because that was my concern from the last, I'm thinking that we have --

MR. CAMPBELL: Yeah. No, no, we're not going to store something in it, no.

MS. ULIBARRI: Thank you.

MR. KENNEDY: Hello, I'm Jim Kennedy, with County Regional Parks. And I appreciate Carrie Hyke, and I believe Mr. Campbell will be -- with have an agency meeting tomorrow, with County staff.

But I have a couple of comments, just real quick, regarding the alignment from mile post 12 to 14, in the Glen Ellyn Regional Park area. If we can pull into that and look at that area a little bit.

You come in at the -- go south just a little bit, if you would, pan south.

You come into the area there and I believe you're showing an alternative alignment on Institution Road, and then your preferred alignment in green.

The preferred alignment that you're showing there comes up and runs the ridgeline from Glen Ellyn OHV, one of the concessions that we operate in the Park. And the ridgeline path, as Mr. Campbell just said, "we prefer straight lines," it's nowhere near that.

If I was building a trail, I wouldn't build it on a ridge. I would come down and cross the ridge a couple of times and side-hill the trail through there, minimizing the impact and erosion wherever possible.

The ridgeline is a fire break. Aircraft will drop on that and enhance that. We've burnt off our Southern California hillsides and that one, in particular, several times in the past. So putting the pipeline there, and having fire service, whether it be CDF, Forest Service or, you know, some contractor that they've hired to go out there and work a fire line, pushing and dozing, and improving that fire line on top of your pipeline is probably not the best alignment choice through there.

So I really would like to further discuss that with you, and the entire alignment through Park property in the future, looking at where some of your preferred alignments are or where they could be in the future with this, again.

One of the questions for myself, as well as I think the public there, you mentioned decision makers. Who are the decision makers for the project, ultimately?

And then kind of my last comment, looking at the exhibits there, it looks like there's about nine miles missing between mile post 157 and 166, on your Exhibits 6 and 7. So somewhere you've got nine miles missing on your exhibits.

And, lastly, thank you for the opportunity to comment. And this is a relatively small turnout. What was the turnouts in your other meetings, in April?

MR. PLUMPTON: I think about 15, 16 people each in Rialto and Victorville.

The count in Las Vegas, do you remember?

MR. ROTTE: The same.

MR. PLUMPTON: The same.

MR. KENNEDY: So about 15, 16 at each meeting.

MR. PLUMPTON: I think 18, maybe, was our high.

MR. KENNEDY: With the turnout and notification here, is there any opportunity to extend the comment period beyond the May 17 date? It seems like there's been -- you know, this is the first opportunity here, at the County level, that I've been able to make a comment on, and we'd certainly like to be able to have a little bit more opportunity to evaluate documents.

Sorry, I did have another comment or question. The documents that are listed in the website addresses, on the agenda, what documents are on those sites for us, again? I'd like a little bit more time to comment, if that's possible. Thank you.

MS. SEEHAFER: I can answer a couple of those. With respect to decision makers, decision makers are the agencies that are the lead agencies for the environmental documents, and the people that they report to, and that make decisions based on their input in the documents.

For BLM, that's our field manager here in Barstow, and with the concurrence of the other field managers through which the pipeline will run, and the Forest Service, and as well as the Marine Corp, although the Marine Corp hasn't raised any concerns, so I don't think they have a real -- they just want to make sure they get their fuel.

So from our perspective, that's the decision makers.

With respect to extending the comment period, we already extended it once. So we've tried to do our darndest, but we know people have a lot of commitments to their time, and we really do need to proceed with the process. You have until May 17th to get comments in, so you still have a couple of weeks to get your comments in.

And I just -- if you have important things to say, please say them, and the sooner the better. But if you can't say them by the 17th, let us know what you're trying to put together, and if you need a specific extension for your comments, we'll try to give that to you.

MS. HYKE: There's -- so like Edy said, we're not going to extend the comment period. But there are additional opportunities to comment, and one of those is when the draft comes out, as Dave explained, I think it's fall of this year, and that will be a 60-day public review period, so that's two entire months to review that.

We're going to send out another set, it's available to everybody on our mailing list. So, please, make sure you get on the mailing list to continue to get information.

And another of your questions, Jim, was who's the decision maker at the County, and it's the County Board of Supervisors. So there will be a hearing in front of the County on the certification of the Environmental Impact Report.

Does anyone -- does anyone else have any questions or want to say anything further?

And if not, I don't see any hands, we'll adjourn. And then please take a look at the boards and we're going to hang around until, I guess, maybe a little bit after 8:00, if there's any other questions.

And thanks for coming. Thank you very much.

(Thereupon, the April 30, 2008, Public Scoping Meeting of the Bureau of Land Management was adjourned at 7:50 p.m.)

--oOo--

CERTIFICATE OF REPORTER

I, TROY RAY, an Electronic Reporter, do hereby certify:

That I am a disinterested person herein; that the foregoing Bureau of Land Management, County of San Bernardino, Public Scoping meeting was reported by me and thereafter transcribed into typewriting.

I further certify that I am not of counsel or attorney for any of the parties in this matter, nor in any way interested in the outcome of this matter.

IN WITNESS WHEREOF, I have hereunto set my hand this 14th day of May, 2008.

Troy Ray
Official Reporter

Appendix E

Transcript from fifth scoping meeting June 18, 2008, Rialto

MEETING

BUREAU OF LAND MANAGEMENT

PUBLIC SCOPING MEETING

CALNEV PIPELINE EXPANSION PROJECT JOINT EIS/EIR

CARVER HIGH SCHOOL

AUDITORIUM

2630 NORTH LINDEN AVENUE

RIALTO, CALIFORNIA

WEDNESDAY, JUNE 18, 2008

6:30PM

Reported by: Troy Ray

PETERS SHORTHAND REPORTING CORPORATION (916) 362-2345

APPEARANCES

PANEL

Edy Seehafer, Bureau of Land Management

Rich Rotte, Bureau of Land Management

Allan Campbell, Kinder Morgan Energy Partners

Dave Plumpton, Ecology and Environment, Inc.

Carrie Hyke, County of San Bernardino

David Marx, URS Corporation

Sylvia Novoa

PUBLIC APPEARANCES

Terry Thompson

Joe Ayala

Patricia Salas

Joseph Davis

Richard Sierra, Jr.

Don Balderrama

Christina Taylor

Lissinia Aguilar

Kathy Thompson

Terry Martin

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P R O C E E D I N G S

MS. SEEHAFER: Good evening, everybody. Sorry we're getting a late start. Is this okay? Are you hearing this okay? My name is Edy Seehafer. I'm with the Bureau of Land Management. And you're here, hopefully, at the right place for a public scoping meeting on the Calnev Pipeline running from Rialto to Las Vegas, actually, Colton, but the Colton station, just south of Rialto. And happy to see you here. I'm sorry that we were delayed, but we had some technical difficulties.

And we'll give you a short presentation just to help you understand the scope of this project that's proposed and then show you the currently proposed routing and then open the mic up to you for your comments.

I'm with the Bureau of Land Management out of the Barstow field office. I know that seems a little ways away from Rialto, but because of the length of this pipeline, it's actually -- most of the length is on public lands managed by BLM up in Barstow. But we certainly are happy to come down here and hear from you and happy that your city was able to make this facility available. It's really a great facility, you should be very proud of it. And so with that said, I'll turn it over to my County counterpart.

MS. HYKE: I have a mic. Thanks, Edy.

Thanks, everybody, and thanks to the Rialto School District, also the City of Rialto for asking us to extend the scoping period. So, okay, we have the right date, it's July 1. So we have comment cards and we have speaker cards and we have a sign-in list; all that's out in the front. If you want to receive further updates on the project, be sure and get on our mailing list if you didn't already receive something in the mail.

And let's see. Sort of rattled because -- I guess we had an accident.

What were you going to say?

We do have a Spanish translator.

So did you want to say anything, Sylvia?

(Thereupon a short discussion was held off the record.)

MS. HYKE: Okay. I guess it's unanimous. We'll continue as best we can and what English we know, which I'm not doing so good right now.

Anyway, so be sure and fill out a speaker card. You can take the comment card with you. We'd like you to get it back to us by July 1, but that's just to help us keep going on our environmental review document for this project. And that's really why we are here.

We're here to get your comments on what issues need to be addressed in the environmental document. Then later, we're going to talk about, it will actually come out, and then you'll have a 90-day review period of it, but that won't be for quite a while. It's going to be a big, thick book and it will be available at the City and online and on our websites and so on.

So I guess we'll get rolling. Can we just go down the row and everybody introduce themselves.

MR. ROTTE: I'm Rich Rotte with the Bureau of Land Management out of the Barstow field office. I'm a realty specialist and I'm the lead for this project for the Bureau of Land Management, and it entails the Barstow field office, the Needles field office, and the Las Vegas field office; so it is a multi-state project.

MR. CAMPBELL: I'm Allan Campbell with Kinder Morgan Energy Partners. I'm the project permitting director in the Pacific region. Kinder Morgan is the company that owns the Calnev Pipeline system, so you hear those two a little bit tossed about synonymously. It's the Calnev Pipeline system, Kinder Morgan is the owner and operator of that system. So we're the project proponent.

MR. PLUMPTON: Thank you. My name is Dave Plumpton. I work for Ecology and Environment. We'll be assisting the County of San Bernardino and the Bureau of Land Management to complete the environmental document for the project.

Next slide, please. And one more, please.

MS. SEEHAFER: Okay. Just by way of overall purpose, like I said, we are here to hear from you to determine the scope of the analysis. That can include issues, it could be alternatives, things you want us to look at, various different aspects of the local issues that you might have better knowledge of than we do or other information that you can provide to us we welcome.

After the draft EIS is released, after we've determined a preferred alternative from the agency, you'll get another chance to comment, and we'll have some additional meetings.

If you don't know how to get in touch with us, if you hadn't picked up the information on the outside of the doorway there, there's information there on how you can email or send information to us or also phone contacts, so please do so.

After we go over the project, we'll talk about the timeframes for the project with you, the environmental process, so you'll have an idea of when you'll be seeing something out. You also -- after the end of the scoping period, we're going to put a scoping report online so you'll get to hear -- or see what you all your neighbors and folks in Las Vegas had to say in terms of issues and you'll get a chance to take a look at that and also see what -- how we propose to incorporate your issues or comments into the analysis.

So with that said, don't forget the 1 July date, because even though we'll continue to take your comments, what we do is after the end of the comment period, we get together with the interdisciplinary team and we take a look at your input and other agency input, and that helps us to determine how to move forward in terms of the alternatives we're going to take a look at, reasonable range of alternatives, and what issues we need to focus on and gives us some ideas on how we might address those issues based on your input. So the sooner you can provide us that input, i.e., before 1 July, then we can incorporate them into the analysis from the start.

MR. PLUMPTON: Probably next slide. Next slide, please. We kind of covered that.

MS. SEEHAFER: Yeah, we covered that.

MR. PLUMPTON: You can go on to the next one, next.

MR. CAMPBELL: As I said, my name is Allan Campbell, I'm with Kinder Morgan, we're the project proponent.

I want to talk a little bit about our company, kind of let you know who we are because it's probably not a company you've heard of before. We're an operator of refined petroleum product pipelines throughout the United States, here in the Pacific region, which includes California, Arizona, Nevada, New Mexico, the western part of Texas, Oregon, Washington. We operate about 3400 miles of refined petroleum products through our pipelines. Our pipelines are the way that -- it's the kind of critical infrastructure that moves these products that we all use every day of our lives from the refining centers to the place where they're used.

So we're not -- we're not an oil company in the sense that we don't, you know, drill for oil, refine it and sell it, we're a transportation company. We provide the infrastructure that moves the products from refining centers out to market.

So, for instance, an oil company or an airport might purchase a certain amount of jet fuel or gasoline and want it moved from a refinery in El Segundo out to our terminal out here in Rialto so that it can serve either an airport out here or our local gas stations out here in the inland empire. So that's the service that we provide. We move those products around the western U.S.

The system that we're talking about is part of this project, is the Calnev Pipeline system. The existing system consists of two pipelines, an 8-inch pipeline and a 14-inch pipeline. The 8-inch pipeline was installed in the early 1960s. The 14-inch pipeline was installed in the early 1970s.

Since that time, with the tremendous growth up in the California high desert, up in the Las Vegas metropolitan area, those pipelines are out of capacity and need to be enlarged. The system needs to be enlarged to meet future needs in California's high desert and then also over in southern Nevada. So that's what the whole purpose of the project is, is to provide for additional transport of refined petroleum products from California, the L.A. basin and inland empire area, up to the California high desert and then on into southern Nevada.

Next slide.

So I don't know how well you can see this, but we're down here in Rialto-Colton, our terminals are right there on the border of Rialto and Colton. Those are the big white tanks you see down there off Riverside Avenue. They receive refined products from the refineries down in the L.A. Harbor area, El Segundo, Wilmington, down that way, and from there they distribute out to our service stations here in the inland empire. They also pump products from there up to the high desert and into southern Nevada.

So the existing -- the project essentially follows the existing pipeline route for the 8-inch pipeline. It diverges from it in a couple places, but overall, probably 80 or 90 percent of it is very close to the existing pipeline. So the pipeline starts down here in the Colton-Rialto area, works its way up through Rialto, goes up through Cajon Pass, goes up through Victorville, crosses the Mojave River over here, then kind of comes back to the 15 freeway and basically follows the 15 freeway all the way into southern Nevada and then goes up to our terminal up in north Las Vegas.

There's a couple places where we're going to diverge from the existing pipelines, and one of them is here in Rialto, and we'll talk about that when I have a map specific to Rialto up. But basically, the existing 8-inch pipeline comes from the terminal over on Riverside, goes down Slover and just comes right up Linden all the way and then goes across Lytle Creek and on up to Cajon Pass.

Well, the city's changed a lot since 1961 when that pipeline was built, and in talking with city officials over the course of the last year, they've requested that we move off Linden. And the route that we're looking at at this point is to move onto Cactus Avenue. We would then come back to meet up with the existing pipeline somewhere probably north of this area here. So the existing pipeline is in Linden Avenue right now. The new pipeline is proposed to be moved away from Linden Avenue. Basically, there may be some places where it's on it, but that's part of this whole scoping process.

The next area is up in the Cajon Pass area. The existing pipelines go up Swarthout Canyon and then come back to Cajon Pass. The Forest Service has requested that we move out of that area because it's sort of remote and it's kind of a wilderness area now that has been designated as such. We totally agree with that. That area is not very accessible for us to do the required maintenance that we need to do and inspection of our pipeline, and moving closer to the 15 in that area, we think is a good thing.

The final area where we diverge is out near Baker. The existing pipelines were built -- since that time the Mojave National Preserve has been established. The existing pipelines are in the preserve. We are proposing to move -- to build the new pipeline out of the preserve. The existing pipelines will stay where they are, but the construction for the new pipeline, we're proposing to go north of Baker so that we avoid the preserve.

The remainder of the pipeline basically follows the 8-inch pipeline from Colton-Rialto area up to Las Vegas.

Next slide.

So as I said, there's currently an 8-inch and a 14-inch pipeline that goes from Colton to Las Vegas. We're proposing to build a new 16-inch pipeline. The pipeline system then would consist of the new 16-inch pipeline and the existing 14-inch pipeline. The 8-inch pipeline would be taken out of service. It would not be physically removed from the ground, it would be what we call idled. The petroleum in it would be pushed out, and it would be filled with nitrogen and left full of nitrogen in the ground in an idle state.

The construction process should take about 12 months here in the Rialto area. We don't have a contractor on board right now, but I estimate that the process would probably be three to four months here in Rialto city when we're working in the streets and so forth.

You can go to the next one.

So the system that we currently have with the 8- and the 14-inch, and the new system which would be a 16-inch and a 14-inch, moves refined petroleum products. You tend to hear about it, sometimes you might read about it in the newspaper as a gas pipeline. It's not a natural gas pipeline like we have around our neighborhoods or comes to our homes or that you might see in some places.

It's a refined petroleum products pipeline. We transport gasoline, diesel and jet fuel through this pipeline system.

The delivery points for the system include Edwards Air Force Base. We provide through our system the jet fuel that is needed at Edwards Air Force Base. We also deliver to SCLA, which was formerly George Air Force Base. We deliver to the BNSF railyard and locomotive yard up there in the Barstow area.

We have a terminal up in Barstow similar to the one down here in Riverside but much smaller, similar than the one on Riverside Avenue, not the City of Riverside, but Riverside Avenue. It's similar to that, but much smaller. It receives product from our pipeline system, goes out to truck racks, then fill the trucks that you'll see delivering gas or diesel to your local service station.

We have a facility like that in Barstow that provides the gas and diesel for gas stations up in the high desert. It also delivers to the Marine Corps logistics base over in Yermo. It then continues across the California desert into Nevada. We have a take-off that delivers jet fuel to McCarran Airport.

It then goes up to the Las Vegas terminal, which is very much like the one here in Rialto-Colton that provides fuel for the trucks that service the service stations out in the greater Las Vegas and southern Nevada area. And then we have a lateral that goes over onto Nellis Air Force Base.

So all of these, the system provides the fuel, delivers the fuel for all of these -- all of these locations currently, and the new system will continue to provide that but will have the potential to facilitate the ongoing growth that we project to take place up in the high desert and over in southern Nevada over the next several decades.

You can go to the next slide.

So the current system can move about 156,000 barrels a day. We're proposing to upgrade the system with a new 16-inch, operate a 14-inch and 16-inch system. The project involves construction of about 233 miles of 16-inch pipeline, and the new system capacity would be about 200,000 barrels a day, and that would provide for the growth up there in the high desert and in southern Nevada. The 8-inch pipeline, as I mentioned, will be idled in place.

Terminal pump stations along the system, obviously there's the existing terminal here in Colton-Rialto, we'll need to connect to that and have the pumps upgraded there. We'll do the same thing in Barstow.

We'll connect the new pipeline to the Barstow terminal. We will be building a new pump station in Baker, California because the existing pump station is inside the Mojave National Preserve. The new pipeline is not going into the preserve. So we need to build a new pump station outside the preserve north -- I think it's going to be north and east of Baker. There's another pump station at Valley Wells near Cima Dome, and of course it goes into the terminal in Las Vegas.

You can go to the next one.

Obviously we're moving refined petroleum products. Gasoline is a flammable liquid as you all know, we use it in our cars; but it is a hazardous material that needs to be handled safely by us on a day-to-day basis and absolutely by a pipeline system that moves these kinds of quantities of those products.

There are a number of aspects of the project that will contribute to the safety of the pipeline. First thing I want to mention is that pipelines are the safest way to move these products. They're many times safer than moving products by truck or rail. That being said, we still need to make sure that the project is engineered and constructed in a safe manner. And the first part of that is with regard to the location and design, the way the pipeline is routed, the safety of the various locations needs to be taken into consideration when we're selecting the route for the pipeline.

Part of the reason we're moving out of Swarthout Canyon is because we've had a number of washouts of the pipeline out there. We think there's a better route that we can put the new pipeline on that will be an upgrade to the safety of the pipeline.

Of course, the pipeline crosses the San Andreas fault. We're going to need to do a seismic evaluation of that, of that fault and a number of other faults between here and Las Vegas and consider what's the best way to cross those faults, what's the best way to put block valves or check valves on either side of the fault should there be a large seismic event.

You may have heard about the seismic study that's taking place and will be taking place this autumn with regard to a seismic drill kind of modeling and having a drill regarding a large seismic event on the San Andreas. We're going to participate in that. The results of that will factor into the way we do the design on this project.

The next thing I would say with regard to pipeline safety is construction standards. Being an operator of a pipeline that transports these products, we're highly regulated by the federal government. The federal government has very exacting standards with regard to the way we can construct the pipeline, the way we can operate the pipeline, what we have to do to maintain the pipeline.

We also have our own internal standards that go above and beyond those. One of the aspects is with regard to the welding of the pipeline. Pipeline, of course, is made of steel. Every piece of the steel that makes up the 233 miles is individually pressure tested at the mill where the steel is made. When the pipe is welded together out in the field, all of the welders have to be certified that they meet the Department of Transportation, the federal government standards for welding, our standards for welding. Every one of the welds they make is X-rayed in the field.

And after the pipeline is put together, the entire pipeline is pressure tested at the pressure that we're going to operate it at. That defines under the federal regulations what pressure we can operate the pipeline system. So there's a number of aspects with regard to the welding and the testing of the pipeline that there are very high standards for.

One of the things we're doing a lot of currently is right-of-way monitoring. That's been an area that we're increasing our activities over the last couple years. Most pipeline releases are in some way related to a third-party strike, somebody hitting the pipeline with a backhoe, a drill rig, something like that. Even if the pipeline were not to break immediately, hitting a pipeline like that could affect the coating of the pipe and lead to corrosion or rust that might cause a problem at some point in the future. So we monitor our pipeline right-of-way on a regular basis.

We have aerial over-flights that inspect it to see if there's some place where somebody's been digging or if there is somebody performing some kind of activities. Our line riders go out and physically ride the pipeline right-of-way and inspect it on about a weekly basis and the same thing with the over-flights.

The next thing I'd mention is SCADA; that's the way we monitor the pipeline. It monitors the pressure on the pipeline, the rate that the fuel is moving through the pipeline, to compare those things at different places and make sure that we understand that the pipeline is operating in a safe manner.

Cathodic protection is another thing, another safety aspect of the pipeline. It's basically a low-level electrical system that inhibits corrosion of the pipe. Integrity management, we run these inspection tools through the pipeline at least every five years; that's what the pictures are there. It's a tool that's put into the pipeline, pushed through the pipeline system that measures the geometry of the pipe to see if maybe somebody's hit it with a backhoe and there's a little dent where we need to go in and uncover that and repair that, or if there's a place where there's corrosion starting or the some other kind of problem on the pipe. The tools will measure those things, we get reports back, when we go out and do the maintenance activities to keep the pipeline operating in a safe manner.

You can go to the next slide.

I thought you might be interested in some pictures of what construction looks like, but I see you have a project going right now on Riverside Avenue. I drove up that way, and you have a pipeline project. I don't know if it's a water pipeline or what it is, but that's a lot of what our construction will look like, what you have right there in Riverside Avenue right now.

But basically we come, in urban areas we come, we cut the concrete and we dig a trench. The trench for the pipe, the way we handle it is we maintain a minimum of four feet of cover on top of the pipeline. That's means for a 16-inch pipe, the trench is about six feet deep. A little softer sand is put in the bottom of it, the pipe is put in, it's backfilled around, and then from the top of the pipe to the ground we maintain a minimum cover of four feet. That's Kinder Morgan's standard. I think the federal standard is about 36 inches. You know, we make it a little bit more than that.

Next slide.

The pipe is then brought out to the field. It's laid out next to the trench, it's welded together, every one of the welds is X-rayed, and then the pipe is lowered down into the trench.

Next slide.

During the construction process when we have the trench open, you know, if there's a hazard there, we cover the trench with plates when we're not working on it so that when we leave at the end of the day or something like that, we don't have a six-foot-deep open trench in the middle of a street or in an area where the public might have access to it. We don't do that out in the middle in of the desert, but here in the city, the pipeline, the trench will be covered with trench plates or otherwise secured. Sometimes we fence it or something like that to make sure that it's safe.

Next slide.

The trench is then backfilled. The backfill is compacted and the area's repaved.

Next.

That's about what I'll cover right now. We'll talk a little bit in more detail about the routing and a couple of the different proposed routes here in town in a little bit.

MR. PLUMPTON: Thank you, Allan. Once again, my name is Dave Plumpton.

Now that we know a little bit about the project, as Edy Seehafer mentioned, the point of tonight is all about scoping. The project is not fixed yet, it's still, you know, one of several alternatives. And one of the purposes of scoping is to get your information on local concerns, local issues, to help inform and refine that scoping process.

So, you know, one of the big reasons to be here tonight is to give you the project overview so that we can then hear from you about what you know of the area, to solicit your feedback. This is your chance to weigh in on the project, but it's not your only chance. We'll talk about it a little bit later, but there are several points that are legally required to involve the public in this whole environmental documentation process.

We'll talk about this a little bit more, but this is the initial scoping period; three earlier meetings were held, the first of which was in April 1st here in Rialto, followed by Victorville and Las Vegas. As Edy said, we held a subsequent one here in Rialto. This is the last of the initial scoping meetings that are going to be held. But again, it's all about getting your feedback to focus our analysis.

Next please.

A little bit about the environmental review that will be done. As mentioned, the U.S. Bureau of Land Management is the lead agency for the National Environmental Policy Act or NEPA process. And the County of San Bernardino is the lead agency for administering the California Environmental Quality Act process. Each of these organizations, these agencies are responsible for their own aspect of the environmental document. This is a joint environmental document, an environmental impact statement pursuant to NEPA and an environmental impact report pursuant to CEQA.

Next, please.

The reason that these agencies have become involved is there are certain triggers. The BLM is involved because the project is going to need a right-of-way grant for crossing lands administered by the Bureau of Land Management. Skipping down to San Bernardino County, they'll be required to issue a conditional use permit for this project as well as a franchise agreement for pipelines crossing county-owned lands.

Next, please.

So a quick overview of the NEPA and CEQA process is to identify the key issues, to focus the environmental analysis, to identify a reasonable range of alternatives to the proposed project, to disclose environmental impacts associated with the project and the alternatives so that we can identify ways to mitigate those impacts, to lessen them, reduce them or avoid those impacts outright. Again, it's all about informing the agency's decision-making process with information gleaned partially from these scoping meetings.

Next, please.

So the environmental review process is really going to follow six main stages. The first of which is the notice of intent pursuant to the NEPA process and the notice of preparation for CEQA. This a description of the project that gets mailed to affected land owners, local agencies, state and federal government entities, stakeholders for the project, it's published in newspapers, advertisements are made, it gets published in the state clearinghouses, both in California and Nevada, and is published in the Federal Register. This really starts the scoping process and the project.

At the end of the scoping period that Edy talked about -- well, let me back up. The scoping period, again, involves public meetings such as this, agency meetings where we meet with the affected public to exchange information. At the close of the scoping process, we will begin drafting the EIS/EIR. Again, it's a joint environmental document to satisfy the requirements of both NEPA and CEQA.

There's a graphic up front that I would encourage you to come take a look at and I would be happy to talk with folks about it. But basically the elements of the joint environmental document will be a summary, a description of the project, the affected environment, environmental consequences of the proposed action and the alternatives, environmental impacts, mitigation measures and other elements that are unique to either CEQA or NEPA.

Once the environmental document is -- the draft environmental document is prepared, it gets circulated to the same mailing list that the scoping notifications went to for a public review. That is 90 days in duration; and right now, I guess we are looking at early in the new year for that.

As I said, scoping -- or the draft review lasts 90 days, and another round of scoping or draft review meetings will be held. The public can again provide comment by attending meetings, by sending emails to the BLM or county websites, by sending in written comments.

So the comment and response approach is going to be the same for the draft review as it is during scoping meetings.

At the close of the draft review period, a final EIR/EIS will be prepared that compiles all of the comments that are received on the draft as well as providing response to those comments. At the end of that interval, the county will issue its Notice of Determination and the BLM will issue its Record of Decision on the project.

Next, please.

So you see there's several intervals where the public is necessarily involved. If you look at the left-hand column, and if that's difficult to see, there's a poster up front here that I'll be happy to talk to folks about, but as you see, the public becomes involved very early in the process. A series of scoping notices goes out, meetings are held with interested public, such as in this case, or with state and federal agencies that are interested in the project.

All of this information gets summarized in what's called a Scoping Summary Report. And this necessarily informs and feeds into the draft environmental document. And again, a little bit about the content of that document, it's probably not all that legible from there, but we can look at it up front. Again, a summary of the project, the affected environment, the environmental consequences of the project and the alternatives, mitigation measures and a few other sections.

As you can see, after the draft document is prepared, another round of public involvement occurs, this time on the draft document itself. It happens largely the same way as we said; scoping notices are mailed, public meetings are held, and the public can offer its input on the draft as in the case of the original scoping meetings. This feeds into the preparation of the final, where we'll have a final EIR/EIS and the state provides its Notice of Determination, the BLM provides its Record of Decision, once the decision-makers for both agencies have evaluated the final document.

MR. CAMPBELL: Tell David to come down and get set up. We have a late member of our team who just got here.

David, we haven't done the route review yet, so if you want to set up your computer and be ready to hook up over here if you can, hopefully that will work. Right here, right here in the middle. So we're just going through the presentation. We didn't do the route overview yet.

I'm sorry.

MR. PLUMPTON: No problem. Thank you.

Next slide, please.

And with that, I think it's back to Edy.

MS. SEEHAFER: Okay. Before we start the comment session and hear from you, and I would encourage you, if you've not already done so and would like to speak, to turn in a card to Sylvia there, and she'll bring it up here and make sure that we call on you. We'll certainly take any of your comments if you don't fill out a speaker card too, but you get first in line if you fill out a card.

So I'd also -- there are comment sheets out on the table there, so if you're shy about talking in public, you can use those comment sheets to make your comments either now or at a later time and send them in.

While David's setting up, does anybody have any questions? He's going to show you specifically the route that's proposed in this area, so if you could hold on those questions. Are there any other questions while he's setting up? From anybody? Okay.

Right now, what we'll do after the -- I'm just trying to move this along so that you can get to talk before too long, but after he's done showing you the route, we'll come back to you and we'll start calling names.

What I'd like is initially when you want to speak, when we call your name, we'll give you one of these -- oh, the podium. Okay, we're going to use the podium so the recorder can hear it and get your comments for the record. I keep forgetting which of these is which, but if you talk into that podium over there, then the recorder will be able to get your comments down for the comment summary, the scoping summary that will be available.

And we'll call you up by name, and then initially we'll limit you to three minutes. If we find there's not a lot of people, we'll -- we'll suspend that rule, but if there are a lot of people, we'll limit you to three minutes. And then when everybody has had a chance to speak, if you want to come up and speak again, just raise your hand.

MR. CAMPBELL: I'll make a couple -- you know, I'll make a couple other comments.

I've been meeting with your city council members for a little bit over a year or about a year now and your city staff. And one of the things that they regularly ask me is kind of, you know, why should Rialto be interested in this project when it's delivering product up to the high desert and over into southern Nevada. And, you know, that's a fair question.

I guess my view of it is that it's good to have an efficient way of transporting products around our region, and our system provides that means. Just like there's pipelines that come through L.A. that provide the products to our terminal over on Riverside, that provides our fuel for our service stations, this pipeline system delivers up to the high desert.

But a couple specific things in visiting with them that we've talked about is, you know, the existing pipeline was built in 1961, and we inspect it regularly and operate it safely, but some of the technologies that are available now in terms of steel, the way steel is made, the types of coatings that are available weren't available in 1961. So having a pipeline that's made of new steel, new coatings, state-of-the-art engineering from my perspective and from our perspective is an upgrade in the safety of the pipeline system. Now, we're doing the project because there's a need for an increased capacity, that's the reason for the project, but having a brand new pipeline, state of the art, is an upgrade to that system.

The second aspect that, you know, we kind of visited about, is the city's changed a lot since the 8-inch pipeline was built in the early sixties, and a lot of things were built next to it along Linden Avenue, and, indeed, the pipeline's right out on Linden in front of this high school. Having a project like this is an opportunity to select what may be a better route. And that's one of the things that we're talking with the city about. You know, this is an opportunity to, if the city would like, we can move the pipeline away from Linden Avenue, and that's one of the alternatives that we're looking at.

Third aspect that's a benefit, partially to the City of Rialto but really to the region, is a project like this involves a lot of people to make it happen. There will be a lot of jobs created during the construction period of the project; we'll have several hundred workers on the job. I think that our current estimate is that it will take about a million labor hours to build this project. I worked on a project just a couple years ago over in southern Arizona and New Mexico, and we had probably about three or four hundred people out working on the project during the construction process. And those people, of course, are staying in local hotels and frequenting local businesses, and that's a good thing for the local economy.

Finally, we've made a commitment to your council members that we will negotiate a new franchise with the City of Rialto. The existing franchise was put together in the late 1960s; it pays the city a very small amount of money on an annual basis. Now, we pay a lot of money to the city on an annual basis, we pay it to the county and it comes to the city for our terminal, the property taxes on our terminal; and, indeed, the city gave us an award about three or four years ago as being one of the top ten property taxpayers here in the city. But the franchise was put together when there really wasn't very much in the City of Rialto other than the downtown portion, and the city's changed.

We've made a commitment to this city that we will negotiate a new franchise that results in substantially higher payments to the city for the -- for granting us the right to have the pipeline within their streets.

So I see I've stalled long enough that David has the -- David has the map up here.

So I don't know why it's blinking, David, but it is.

So you know, I'm going to stand up because it makes it easier for me to see it.

Our existing terminal is down here on Riverside Avenue -- down here on Riverside Avenue at the intersection with Slover. And I'm sure you've all seen it. So the existing 8-inch pipeline comes out of that terminal. I'm going to trace the existing 8-inch first, and then we'll talk about the proposed route and the alternatives that we currently have on the table for the new 16-inch as it's proposed.

So the existing pipeline comes out of the terminal, comes down Slover Avenue to Linden. It's the red line here. It goes straight up Linden, going up -- David, if you can -- and it just keeps going straight up Linden, crosses under the airport, comes up here, part -- right out in front of the high school here, and then it goes up and it goes across Lytle Creek and then goes on up through the Cajon Pass.

I think this is the area that we're most interested in taking a look at, and I don't think we need to go up further. I certainly can if someone would be interested. Does anybody want to see up north of Lytle Creek where it's going up through the Cajon Pass into the desert? Okay.

So zoom back down to the terminal, and let's talk about the alternatives, David. I'm getting dizzy up here.

So the proposed route is to come out of the terminal in a similar fashion, come down Slover Avenue. We're not proposing to go up Linden here. It's a little harder to cross the freeway there. We're proposing to come up through this area here. There's a kind of large vacant lot here where we can stage the drill that will be needed to go under the railroad and under the freeway. Of course the freeway wasn't there when the existing pipeline was built, but it is now; and we can't trench through it, we've got to drill underneath it. So we need a fairly good size area to set up that horizontal directional drill. This vacant lot here provides us with a good place to set that up. Okay?

We would then come across the freeway, come back, work our way back to Valley Boulevard. There's two alternatives here. The one that we seem to be -- folks that we're talking to seem to be leaning to as being preferred is for us to angle up Bloomington to Cactus. The other alternative was to just go down Valley to Cactus and up -- Valley, of course, is a real busy street, and I think the thought is that maybe a little disrupt -- less disruptive were we to angle up Bloomington to Cactus. In talking to the city, they asked that we move off Linden and suggested Cactus might be a better -- might be a better alternative.

All right. We can go on up, David.

We are proposing to just continue up Cactus all the way up to Baseline. Okay? We would then come west on Baseline. And at this point there are several alternatives. One of the alternatives would be to just come down to the existing pipeline and go up through the airport if the project, you know, to close the airport and do a development there takes place in a timeframe that makes that possible.

Another alternative would be to come up Ayala or one of these other streets here and join the existing pipeline up further north of the airport. There's a disadvantage to that in that as part of the proposed development here, the school district is looking at a site for a school down in this area, and were we to build the pipeline there, they would have the same situation we have here and they would need to make adjustments or evaluate how they built the school. So they're not -- they don't like that alternative too much.

The city in comments has proposed that we evaluate continuing down Baseline to Alder heading north on Alder, crossing the 210, coming east on Casmalia, okay, and rejoining something in this vicinity. From our perspective, any of those are fine. We don't have a strong preference. You know, this one is less distance, but the amount that the other ones add in distance is fairly small compared to the overall project. So a lot of it I think will depend on what happens here in the airport. City's proposed this, that's fine with us; and I'm sure that that will be one of the routes that will be evaluated during the EIR process by the BLM and the county.

The last two alternatives to talk about, as I said, one of the alternatives was to come back to the 8-inch line here near the 210, that we could just go on up Linden. The problem with that is the existing pipeline is right in front of Carver High School; that would put the new pipeline in front of Carver High School as well. So we proposed originally when we put the project together and an alternative that should be evaluated to instead of coming back and going up Linden here, instead to go up Locust, which is more of an industry-commercial street, that we would go up to Riverside, then come back Riverside, double back on Riverside, to meet up with the 8-inch, and then go across Lytle Creek at that point.

So those are sort of the project as it's proposed right now and the alternatives. The school district has suggested that it might be better also to, rather than continuing up Linden this way, not Linden, I'm sorry, up Cactus on this northern part because Dunn Elementary is over just a block or two away from Cactus. It might be better to come down Foothill to Cedar. Where's Cedar? Somewhere around here. There, there's Cedar. Come down Foothill to Cedar and go up Cedar for this last segment. That, of course, is a fairly residential area as well, but there's no -- I don't think there's any school along that. You know, that's just been said to me, I don't know that -- I would assume the school district has not yet written to you about that, but I think they will. So that will probably be a route that we'll also evaluate. Again, that's fine with us as well.

So part of this whole scoping process is to get feedback from the community, interested parties, agencies, elected officials, to evaluate, you know, what are the concerns about the project, and to make sure that, you know, if the project does go, and I think it needs to, what's the best route.

So with that, I will -- I'll stop talking and I think we can go back to the questions.

MR. PLUMPTON: I have a speaker card for Terry Thompson.

MR. THOMPSON: My name is Terry Thompson. I've lived in Rialto about 28 years. I've done a little bit of research on this, and my concerns come on several levels.

To begin with, the accident on May 12th, 1989, concerning the 14-inch pipeline. I worked for the Rialto Police Department at the time and I was present during the recovery of that and the emergency response to that accident. I'm reading from a document here. I've been looking at a document that was put together by the NTSB, released from some of the materials from the NTSB regarding a series of check valves, particularly at varying, it shows MPs, I would assume that's a mile post.

MR. CAMPBELL: That's correct.

MR. THOMPSON: And the failure of those valves. And how the failure of those valves contributed to the fire and the destruction of the W Street area over there in San Bernardino.

And the question I have is what maintenance has been done and what efforts have been made to either replace those valves, and are those the same valves that are on the 8-inch pipeline that we currently have?

MR. CAMPBELL: Of course, Kinder Morgan didn't own the Calnev system in 1989, as I think you know. My understanding is that those valves have been replaced or upgraded. Certainly part of this project for this construction of this 16-inch will be a thorough review of exactly what you're talking about, where do we have block valves, where do we have check valves, what kind of check valves are they?

Our objective is to make sure the pipeline is as safe as we can make it and engineer it. I'm sure that the BLM and the county as well as your elected officials will have input into that and have the opportunity to review and comment on that.

So my understanding now, as I said, Kinder Morgan didn't own the pipeline at that time, so -- and I wasn't employed by the company at that time, but my understanding is that those valves have been upgraded since that time. This project offers the opportunity to do even more, to make the pipeline system safer.

MR. THOMPSON: Kinder Morgan didn't own the pipeline. Did Arizona Pipeline own it or did Calnev?

MR. CAMPBELL: I believe the company at the time was Calnev, but, again, I'm not an expert on the history of who owned the pipe. We've owned and operated it since 2001.

MR. THOMPSON: I have a press release here from July 30th of 2007 regarding FERC, which is the federal agency that regulates what Kinder Morgan charges different vendors for pushing this stuff from Colton to Las Vegas; and it says in here that the 8-inch diameter pipeline that currently serves McCarran Airport will be held for future service. Is, in fact, it going to be held for service? And it's the older pipeline; am I correct?

MR. CAMPBELL: It is the older pipeline, that's correct. That was put in about 1961. It's currently in service, okay. At the end of this project it would be idled. Now, it's not going to be removed, it could be used for something in the future; we have no plans to use it for petroleum transport. The city has expressed some interest in it for possibly gray water transport, some places people have used pipelines that have been idled for fiber optics, but we have no plans to use that pipeline once this project is complete.

MR. THOMPSON: Have the check valves and the block valves on that pipeline been retrofitted since the '89 accident?

MR. CAMPBELL: I don't know the answer to that question. It's a good question, and I'll be happy to get some contact information from you and I'll follow up and get back to you on that.

MR. THOMPSON: Now, Kinder Morgan had to go to FERC in order to obtain a rate increase for the petroleum that you push over the hill. That's what's funding this project; am I correct?

MR. CAMPBELL: I'm sorry, I didn't hear that.

MR. THOMPSON: Kinder Morgan went before FERC, F-E-R-C, and asked for a rate increase and obtained a rate increase to largely cover the expansion of the pipeline; am I correct?

MR. CAMPBELL: It's correct that our rates are regulated by the FERC, the amount that we can charge our clients to move their products. It's because it's an interstate transportation system; that is regulated by the federal government. And we talked to the FERC about the possibility of an increase in our tariff associated with this project. I don't know all the details. FERC cases are fairly technical with regard to the way the FERC regulates it. But my understanding is that we were successful in getting approval for an increase in that tariff in order to do this project. Now, we wouldn't have that unless we do the project.

MS. SEEHAFER: By the way, you're at your three minutes, but I don't think we have that many cards.

How many did we have, David?

Keep going.

MR. THOMPSON: So, I'm reading just the synopsis of that, and some of the protests to that increase were by the people you deliver the fuel to, the airlines and the petroleum companies and the gas companies; am I correct? Like Exxon, Coneco?

MR. CAMPBELL: That's correct.

MR. THOMPSON: The point I'm making is that the City of Rialto, the city I live in has had this thing here for nearly half a century, and we've been getting $193 a year for a half century for a pipeline that has made you, your company and your predecessors, hundreds of millions if not billions of dollars. And there's a problem with that to begin with.

And then the second level of my concerns are the safety record that Kinder Morgan has. And, I mean, I only spent an hour on the internet, and you've had not only the problem that we had here in '89, but you had an '88 spill, an accident prior to that in the local area here, and you've had others in other states. And the whole -- my question would be, the BLM and the county and all these regulatory agencies, what oversight are we having to the pipeline that's running these products right virtually within a mile or a half a mile of my home?

MR. CAMPBELL: You know, I'll speak to the first point, and then I'll let the BLM and the county speak to the second one.

I agree with you that the franchise needs to be replaced. And we have made a commitment to your city elected officials to negotiate and put in place a new franchise that follows the new CPUC rates that will dramatically increase the amount of money that our company pays the City of Rialto on an annual basis. I would also say that we're a major property taxpayer; the franchise amount is not the only thing we pay. We pay a lot of property taxes on our facility down there, as we should. We've made a commitment to the city to upgrade that franchise in association with this project.

I'll let the other folks talk to the safety aspects that they'll address in the EIR.

MS. SEEHAFER: Well, speaking from BLM's perspective, as Allan mentioned, the two incidents you particularly allude to were not Kinder Morgan incidents, they were previous company incidents; but that is, in fact, a major issue and it's not focused on one particular company.

Pipeline safety has been a real high priority for the Bureau anyway on public lands, as we've had more and more growth in the high desert and there are more and more opportunities for third-party incidents to occur. And so we aren't responsible for, but other agencies are responsible for safety and have seriously upgraded the safety requirements on all of our transport companies. And as a result, I can just speak from the Barstow field office's perspective, they have been doing testing all throughout the desert pipeline system and have been replacing pipe, preventive replacing pipe throughout that system based on that feedback. So there is a lot going on and it's from a regulatory perspective outside our agency. We do facilitate that activity occurring because it's in the public interest to do so. And certainly safety is a major factor that we'll be looking at in terms of not only routing but also requirements of any pipeline we would site in not only metro areas but also out in the desert.

MR. THOMPSON: Okay. I don't want to keep going there, I know there are other people that want to speak.

It seems apparent to me that the BLM's interest in this was to go around the Desert Tortoise but not go around Rialto. And I have a real problem with that, because I live here, my family lives here, all these people that are sitting out here, and there are not many, but there will be in the future, they live here. And I think they want the same consideration that the Desert Tortoise gets up there in the desert. That's what the people of Rialto are going to be wanting as this thing progresses down the line.

With that, I'm through. Thank you.

MR. ROTTE: I want to go back to two things. One of them was the safety aspect. And as the BLM, we don't regulate pipeline safety, but I can tell you from my experience that we've seen in the Barstow office just in the last five years is when they started running the -- what do you call it?

MR. CAMPBELL: Internal inspection tools?

MR. ROTTE: -- the internal inspection tool, which it looks like an articulated snake that runs through the pipeline and it checks for anomalies or unusual things in the pipeline walls. And we don't see that and we don't regulate that from the BLM, but we have seen in the last three to four years where they're coming in with additional permits so they can do some pot-holing and dig up sections of pipes and actually do a physical inspection of the exterior pipe to see if it's experienced any damage. And I think that's as a result of the internal inspection tool running through the pipe. So we see a -- within the last three years we've seen a lot more activity to ensure safety within the pipeline.

And the other part is when we look at, from the BLM perspective, when we look at protecting the Desert Tortoise, the pipeline is going to go through Desert Tortoise habitat, so we look at, and through the NEPA process, it's what is impacted and how can it be mitigated or minimized. And we look at that in not just in the Desert Tortoise habitat but also in Rialto and other sensitive area that are along the pipeline route and in other communities.

MS. HYKE: Yeah, I'd also like to chip in for the county.

The environmental document is going to review seismic concerns because, of course, the San Andreas fault has to be crossed. It's going to review emergency response type of requirements and who would respond and so on, fire issues, water quality issues; and it's not just to construct the project, it's also to operate and maintain it. So there would be an operations plan included.

So and then what we're talking about, the other agency that actually regulates the pipeline itself is a federal agency you might know, sir, the Pipeline Hazardous Material Safety Administration; it's like OSHA but it's for pipelines themselves.

MS. SEEHAFER: PHMSA.

MS. HYKE: Well, it's PHMSA with a PH. Anyways, Pipeline Hazardous Safety Materials, it's the Federal Department of Transportation, it's one of their groups.

So did you have any further questions?

MR. THOMPSON: No.

MS. HYKE: Well, thank you very much.

Who's next, David?

MR. PLUMPTON: Joe Ayala.

MR. AYALA: Good afternoon. My name is Joe Ayala, and I'm a resident of Rialto, more specifically, Rancho Verde area. I'm also a member of the Municipal Advisory Board. And I mentioned to the board that I was the resident -- the members of the board and the participants of the meetings that I would show up to this meeting and just hear what the project had to offer and go back and share information.

I do know that Rialto has had some problems with perchlorate in the wells. Many wells have had to close because of contaminants. So we've been under -- we've had some troubled times with our water. And we've also had difficulties in getting private companies in helping us with those problems that they caused for us and set precedence. So with that in mind, you're coming into an area that is hard to sell to the residents, and I think we need to do a little better job, especially when they find out that the company's only paying $187 a year for the franchise fee. It's kind of insulting.

Just with that in mind, and I know I'm limited with time, I was just writing down a few notes, I know we're going to have an environmental impact report. I hope it's written in plain language so the average citizens can understand what is being said. I hope they're respected. I too am a resident here and I'm concerned for future years.

The main concern is the seismic report. We're so close to the San Andreas fault, and let's say we do have a rupture. You know, we got to say to ourselves, we have a rupture, who's going to be in charge of correcting that problem? And are we going to need any special equipment? And nothing's been said in that area. So I think we need to address that and somehow let our local fire departments know that they're going to get some support so that we can pass that information down to our residents.

We do have to consider those residents with a pipeline going through their backyards, what the impact is on their property values. We struggle out here in Rialto to try to make ends meet. We're not Beverly Hills, and we just feel like we're a target sometimes. I know Beverly Hills would treat this a little different.

The safety record might be a concern. Maybe there needs to be new reports written in terms of this cathodic protection which measures the I.D. of the pipe. This is something new. A lot of us probably aren't engineers, we're not aware of this; but that looks like a move in the right direction. I'm just hoping that these reports also come out in a way that the average resident can feel safe, so that they're written in plain language. Because a lot of us, let's face it, in our everyday lives, we look at the number of people that we have here tonight, we're just a small representation, because we have other obligations.

So in summary, we need something safe and we need to do a better job to sell to our residents. And I thank you for this opportunity.

MR. CAMPBELL: I appreciate your comments. You know, I would reiterate that from my perspective, doing the project increases the safety of the pipeline system. There's a pipeline there right now. And it's an opportunity to upgrade, make it a state-of-the-art pipeline. We're doing it to increase the capacity; I mean, that's the reason. We think the existing pipeline is safe, but we think we can make it up to current technology, new steel, new coatings, so forth and so on.

I had mentioned a couple times we're going to negotiate a new franchise with the city. It's going to dramatically increase the amount we pay. We also pay a lot of property taxes. The city has given us some awards in that area.

With regard to water, I have a meeting scheduled with several members of the city and the water district, I don't really understand the structure that well, but a couple people to look at where are your wells located, where are we routing the pipe, to make sure that we consider that to the extent that we can. I know there's a lot of wells in the City of Rialto, we probably can't stay away from all of them, but it's at least something we should understand and put on the table when we're routing, because we may be able to make some small changes that would be smart and should be done. So it is something that we are taking a look at. I appreciate it.

MR. PLUMPTON: Patricia Salas.

MS. SALAS: Hello, ladies and gentlemen. My name is Patricia Salas, and I live right here on the pipeline. I have three houses setting within 42 foot of the sidewalk right out here. I have four grandkids, a daughter, a son-in-law, a set of tenants, my husband and my mother. I'm not in a hurry to blow up, and I know that Kinder Morgan is not in a hurry to blow me up either. Anyway, we need to make this pipeline safe for everybody that goes to school here, that lives in this neighborhood here and that plays little league across the street.

Over the past couple of months, since I found out about the new expansion, I have done some research and I have found that safety is something that we all need to be aware of whenever it comes to the pipeline. And I understand that we need the fuel and Las Vegas needs the fuel, so I'm not trying to stop progress. But we're asking Kinder Morgan, the Bureau of Land Management, the County of San Bernardino to run the new pipeline on a planned alternate route of like Alder or Locust instead of right up Linden through here.

Kinder Morgan, you guys, your safety record's not the most -- the best. Pipeline incidents can result in a loss of life, serious injury, property damage, environmental damage. Over a three-year period from '99 to 2001, hazardous liquids ran through pipelines resulted in an annual average of two deaths, 11 injuries, and $97 million in property damage. May of '89 we had the train derail, and I'm not blaming you guys for any of this, okay, over in San Bernardino. It killed four people. And then three weeks later they ended up with an explosion of the pipeline killing two more people, destroying ten homes and injuring dozens of people.

2004, there was a gas -- let's see 123,000 gallon spill at the Suisan Marsh in Solano County. In February 2000 there was another 76,000 gallon spill in the Oakland inner harbor in Alameda. And in April of 2005 there was another 300 gallon spill in Summit Creek. On November of 2000 a pipeline carrying gasoline exploded and it killed five workers, seriously injuring another four in Walnut Creek, California.

Here on Linden my family and I have stopped Southern California Edison from digging twice, as they wanted to set poles. The company that City of Rialto contracted with to build the sidewalks across the street, I had to stop them from digging until they contacted Dig Alert. The moving of our mailboxes whenever they wanted to build the high school here, we had to stop them from digging and setting new mailboxes on the other side of the street without calling Dig Alert. So we take living on the pipeline seriously.

And also, this pipeline is no longer as well marked as it really should be. We have concerns for external events such as pipeline failure, human, machine intrusion, which is outside of you guys, I understand. We have to worry about local and state governments, that you adopt better practices such as identified by the CGA Best Practices Guide that encourage better visibility of transmission lines, major distribution lines in all real estate transactions, one-call centers that have facilitated the reduction of pipeline breaks due to excavation damage. Another thing, our municipal workforces, we have it set up to where they have to call Dig Alert first.

And I was wondering what kind of -- exactly what all is Kinder Morgan doing to protect the pipelines?

MR. CAMPBELL: Thank you, Patricia. They're very good points, that we're obviously transporting hazardous materials, gasoline is a flammable liquid. We've made a lot of efforts and increased our efforts over the course of the past five years to increase the safety of our pipeline system. I think the project is an opportunity to route the pipeline in a more intelligent fashion than perhaps it is right now, and getting your input on that process, talking to your city officials is all part of that process to make sure we come up with the best, most sensible, safest routing, the safest construction standards, dealing with block valves, check valves, those kinds of things.

There's a lot of things Kinder Morgan does on an annual basis through our internal inspection. We've increased our right-of-way defense efforts. We've increased the width of the areas we require our inspector to physically -- not just to know about and go out and mark, but to physically be on site when someone is digging near our pipeline. That used to be a ten-foot stand-off; we've increased that to 25 feet in response to one of the specific events that you mentioned, Patricia, because of the concern of third-party hits on our pipeline. So we're patrolling our pipeline more. We're physically being present when people are digging near it more.

During this project, we want to work with the community and our oversight agencies on routing, on construction standards, on the design of the valves and check valves so that we can build the safest pipeline system that we can. So, I mean, that's what we're attempting to do here.

MS. SEEHAFER: And if I could just add something. You made some very good comments, you made very specific comments about some alternatives that you wanted us to consider. We already have identified several alternatives based on earlier feedback from various forums. The Bureau will not identify a preferred alternative until after the completion of our analysis. So we do not have a preferred alternative. What we have is what Calnev originally came into our office, this was their -- the route that they proposed. And through this process, you can see we're beginning to get more and more different options to take a look at.

And so I would certainly encourage you and any comments you make, whether verbal here or written, to be as specific as possible if you want us to look at specific alternatives, because that will form the basis of our range of alternatives; but certainly, the BLM will not identify a preferred alternative until the completion of the analysis when we're getting ready to release the draft EIS. So there's nothing right now that's set in stone.

MR. PLUMPTON: Joseph Davis.

MR. DAVIS: I'm Joseph Davis, Deputy Superintendent at the Rialto Unified School District. We have put in writing some alternatives to the BLM Barstow office that was done on June 12th, but I'd also like to put these into the record.

Since the scoping meeting on April 30th, a new route to the pipeline has been recommended to Calnev. This was presented and discussed at a meeting held between district representatives and Calnev representative Mr. Campbell on June 12th. The new route being presented at the scoping meeting tonight, the proposal proposes to run pipeline north on Cactus, west on Baseline, north on

Ayala, east on Casmalia, and then again north on Locust. Part of this plan could impact an existing elementary school and it would violate Education Code 17213.

We are recommending an adjustment to the route by running the route north on Cactus, west on Foothill, north on Cedar, west on Baseline, north on Alder, east on Casmalia to Locust, north to Riverside Avenue. We've attached a map and also made a representation there in the pink line on the map.

We also are requesting verbiage to place in the franchise agreement that states that if the 8-inch pipeline located on Linden is put back in service, that it be put back into service excluding petroleum products. The suggested uses for this pipeline, we'd work with the city, but it could be gray water, fiber, and those types of things.

So we do appreciate the pre-meeting that Morgan had with the school district and gave us time to work with them and have input to make sure that the safety of the students in our schools are protected, especially with the changes in some of the new laws such as the education code that I mentioned.

MR. PLUMPTON: Richard Sierra.

MR. SIERRA: Good evening, everybody. My name is Richard Sierra, Jr., and I'm a business manager for labor's Union Local 783 based in San Bernardino, California. I also serve as a president for the Riverside and the San Bernardino counties' building trades. I'm a life-long resident in Fontana. I currently reside at 18115 Cummings Street, which is between Maple and Locust Avenue, just on the outskirts of Rialto.

The revised routes, or possible routes to reroute that line either to Locust or Alder would be in very close proximity to where I live. I don't have a problem with that. I've been an officer of our union since 1996 and in that time we've probably built along with the other crafts here represented, operating engineers, the Teamsters, the UA Pipe Fitters, 10 or 15 projects employing hundreds of local people.

Now, ladies and gentlemen, I am a neighbor in Fontana. I understand the safety concerns. I was working in the field when that Duffy Street disaster occurred. I think what has to be kept in mind is what preceded that disaster was a derailment by a Burlington Northern Santa Fe Railroad.

But nonetheless, we are in a recession right now, construction is heavily impacted at this time. Keep in mind, ladies and gentlemen, companies across this nation are outsourcing jobs. This is a project that would employ literally hundreds of people, local people who live in

Fontana, Rialto, Colton, Redlands and on and on. So I'm here to support this project. We want it built safely, respecting the environment, the citizenry of the local governments, and would help and assist in any way we could to make sure that happens.

Thank you for your time.

MS. SEEHAFER: That's all the cards we have up here. Does anybody else wish to speak?

Come on up and introduce yourself, we'll trust you, and then we'll come back to the lady here.

MR. BALDERRAMA: My name is Don Balderrama, and I'm a Rialto resident since 1979. One of my concerns and the concern of others is the safety factor of these pipelines running through our city and the proposed Kinder Morgan pipeline expansion. To be honest with you, I didn't know anything about these pipelines. I asked people, did you know we have some, you know, pipelines going through Linden Avenue? No. And I'm just wondering, since 1961 we had these pipelines running through our city and none of us knew anything about it. How is this possible? I don't know. So anyway, I have some questions.

For example, what happens with the fuel residual if we have a tragic event such as the 1989 Duffy Street explosion in San Bernardino? How much fuel would be ejected from the affected pipelines? How is this fuel recovered? How soon and how much is retracted from the ground before it pollutes our water? How far apart are the automatic shut-offs? How often is there maintenance? How often are these shut-offs checked and updated? What were the findings found in the Duffy incident and what was done? What emergency plans are in place in case a similar tragic incident happens in Rialto? Have the proper authorities, police and fire departments, school personnel -- Carver High School is near the pipelines, we already know that -- the Rialto community, especially the ones living along the pipelines, been given emergency procedures information, what to do, where to go?

And I listened to the proposed routing around here, all this zig-zagging. I don't know about you, but I think a straight line is safer than going zig-zagging all over the city; that's the way I see it. So I just don't see the purpose of this zig-zagging through the city. I really don't.

And finally, is Kinder Morgan at the present time informing and working with the above-named personnel in case we have an incident right at this moment, right at this moment, or are you guys waiting for something to happen?

Thank you.

MR. CAMPBELL: You know, the pipeline is marked out there. On your way out I encourage you to take a -- well, one, please pick up one of the pipeline safety brochures that I brought that were out on the table, I don't know if you picked one up. It shows what our pipeline markers look like. And as you drive out Linden, please do take a look. You'll see markers along the side of the road there.

You know, public information is something that has been really increasing in the pipeline area over the course of the past five years. Our regulatory agency requires us to do public outreach, to do mailers to people who are on our pipeline route. Those are fairly new regulations that are just starting to kind of get going to make sure that the public is informed. You know, the point that you make, that you didn't even know it was there, some of those regulations are designed to address that.

With regard to city, fire and first response personnel, we do pretty regular drills. I don't know exactly if it's annual or biannual, but we do pretty regular drills with fire departments and other first responders who need to know about our pipeline, need to know about what to do in the event of a pipeline emergency.

We also have a fairly extensive contingency management plan that deals with exactly what you're talking about, what do we do, which agencies get called, what's the process; so we have a good incident command if, God forbid, we have that situation. Obviously we want to avoid that situation, but we need to be prepared for it as well, and I agree.

MR. BALDERRAMA: Okay. Thank you very much.

Again, information, we need information. And please, when you write this information, write it that people can read it, don't pull out this jargon in there that you have to figure it out like a crossword puzzle, no, write it so we can read it and let us know, okay? As long as you let us know, I have no problem with it.

Thank you.

MS. SEEHAFER: Lady up front.

MS. TAYLOR: Good evening. Can everyone hear me? I don't have much of a voice right now. My name is Christina Taylor. I'm here this evening representing the City of Rialto. And first of all, I want to thank all the residents for coming out this evening and expressing your concerns.

And I also want to thank the BLM and the County of San Bernardino for honoring our request to extend the notice of presentation period and holding this additional meeting for our residents. We do appreciate that.

I'm not going to comment to anything that needs a response, but we did submit a letter on May 12th during the original comment time, and we did not provide it to all the residents here, all the residents in the affected area, so what I want to do is just read some of the pertinent information into the record. And then I've offered to provide it to any of the residents who would like to have this; we have it available at City Hall.

Thank you for the opportunity to review the notice of preparation for a Draft Environmental Impact Report for the Calnev Pipeline expansion. The proposed expansion and reconstruction of 233 miles of pipeline, part of which traverses the City of Rialto, is of concern to the City. Of particular concern is the proposed new 16-inch diameter pipeline. The City of Rialto has developed a preliminary list of issues and concerns which are relevant to this project. We appreciate your willingness to work with the City to address these concerns in a mutually-acceptable manner.

The first concern identified is with land use. The proposed location of the pipeline is incompatible with many of the existing and proposed land uses within the City. The City has several large-scale planning projects as well as existing residential and commercial areas that could be severely impacted by this project. The EIR should analyze and discuss an alternative pipeline alignment of west on Baseline Road to Alder Avenue, north on Alder Avenue to Casmalia Street, east on Casmalia Street to Locust and north from there.

The second category of which there is concern is traffic and circulation. The proposed construction period for the pipeline within the City of Rialto has the potential to significantly impact the city's residents and businesses through the disruption of major routes into and out of the city.

The third area of concern is water quality. The city is already facing severe water quality issues and is concerned that the construction of a pipeline carrying hazardous materials will further impact the quality of water the city provides to its residents.

And the last area of concern was toxic or hazardous materials. Due to the nature of the material being transported through the city, staff has requested that several alternative routes be considered in order to minimize the overall effect the project will have on the residents and businesses within the city. The nature of the materials also necessitates the need for safety measures such as automatic shut-off valves or other emergency safety measures.

In order to maintain the visual quality existing within the community and the improvements that are anticipated as a result of forthcoming developments, consideration needs to be given to the need for landscaping and street improvements along the proposed alignment route.

The construction of the new 16-inch diameter pipe will also require the establishment of a new franchise agreement with the City of Rialto.

And the rest of the letter just goes on to request the extension of the comment period time, et cetera, et cetera.

So many of our comments you guys have already made a very valiant attempt to address, and we just wanted to reiterate to the residents that we have made an attempt to address the concerns with the alignment and the other issues that we know everyone is concerned about. And we'd also like to let everybody know we are available both to the residents and to BLM and County of San Bernardino if there's anything you should need from the City.

MS. SEEHAFER: Does anybody else wish to speak? First hand I saw.

MS. AGUILAR: Good evening. I am Lissinia Aguilar, and I am a resident of Rialto. Many of the things that you have addressed, I mean, I had a few points that I wanted to talk about tonight, but you have addressed them, but I just want to stress that we are concerned about our safety.

We -- you know, I was doing my -- some other citizens of Rialto were doing research on pipelines, transmission pipelines, and we found several studies that indicate that when pipelines are installed in places where, you know, people live, in developed areas, the risks increase greatly, you know, because of in case of an explosion. So we just want to make sure that you install the pipelines in areas that are less developed, that will reduce the contact of the public, of the residents with the pipeline. Because like Patty mentioned, Patricia Salas mentioned, she has had to stop different agencies, different people, you know, from digging; and so we are very, very concerned.

And I live a few blocks from the pipeline; and I mean, it's not only me, but it's my neighbors, my friends, everybody who lives in the neighborhood, you know, the students of the school. And so I just want to make sure that whoever, all the parties involved in this project, are aware and keep the safety of this community, the safety of the people in this community in mind when you make your decisions, because we are the ones, we are the ones who are going to have to live with the consequences of your decisions.

I mean, so you are going to leave tonight, you'll make your decisions, you go home, but we have to stay here, we have to live here, and if something happens, we are the ones who are either going to get killed or, I don't know, you know, anything could happen. So I urge you, I encourage you to take that into consideration.

Also, another thing is the -- that the school -- the school, or the pipeline is not in compliance with the California Code of Regulation Title V, Section 14010, letter H, that states that the school facility or the site should not be located near an above groundwater or fuel storage tank or within 1500 feet from the easement of an above or underground pipeline that can pose a safety hazard. And so you need to move that pipeline away from the schools. It cannot be near the elementary school, near the middle school or near the high school. So I think that is a must. That pipeline on Linden has to be moved regardless.

And once again, I encourage you to take, you know, our comments into account. And I look forward and I think the residents of Rialto look forward to reading your review, once the EIS is completed. And also, like other people who have spoken here say, write it in simple language; that way the average citizen can understand it.

And because we want to make sure that everyone is informed or at least most of us are informed so we can make a good decision. Thank you.

THE REPORTER: Could you state your name one more time, please.

MS. AGUILAR: Lissinia Aguilar.

THE REPORTER: Thank you.

MS. SEEHAFER: Thank you very much. I saw another hand.

MS. THOMPSON: Good evening. I'm Kathy Thompson. I've also lived here in the city for about 28 years.

I have a couple of specific questions but one comment. I believe it was Mr. Campbell who said that there's an annual training session that is held with fire departments and other entities with regards to safety response. Could you tell me when the last time was that you held one of these in the City of Rialto?

MR. CAMPBELL: You know, I can't, because I don't schedule it, but I would happy to get that information. And again, I'm not sure of the frequency, I don't know if it's annual or biannual, I would need to have one of our operations people that deal with that, that's not part of my, you know, job responsibilities, that's handled by operations folks, probably down at the terminal that's in Rialto down on Riverside Avenue, but I'd be happy to get that information.

MS. THOMPSON: Well, I would appreciate that, because you said that it involved fire and other entities, which certainly I would think for emergency response would include police departments, and I'm a police department lieutenant here in the city and I have been here for 23 years and I've never been involved in any kind of a safety response team drill in 23 years. So I would appreciate that information if you could get that to me. I'll give you my phone number.

MR. CAMPBELL: Great, thanks.

MS. SEEHAFER: And also, I'd just like to say, I can't speak to Rialto, but we just had one in Barstow. It was out at the BNSF yard where the facility is in Barstow; but it doesn't just involve Kinder Morgan, it's several different companies that host this, all that involve safety concerns to do with our utility infrastructure. But I know in Barstow we have had them annually and we've had quite a bit of emergency response participation, but I can't speak down here in Rialto.

MS. THOMPSON: My sister's family in Barstow will be happy to hear that, but I'd like to know that we're having them here in Rialto also.

MR. CAMPBELL: Great.

MS. THOMPSON: How would we go about getting a copy of the recording from tonight's meeting?

MS. SEEHAFER: We're putting this together in a scoping report. At the end of the comment period, which is July 1st, David will be compiling that scoping report, and the county and I will be reviewing it and then posting it on the internet. And if you don't have access to the internet and would like a copy, you can just put your name and make a request on the comment form.

MS. THOMPSON: Okay. Where on the internet would that be available?

MS. SEEHAFER: On our -- well, on both the county website, San Bernardino County website, and on BLM Barstow website.

MS. THOMPSON: And that will be sometime after July 1st.

MS. SEEHAFER: Yes.

MR. ROTTE: It will be a little while.

MS. SEEHAFER: It's usually -- it takes us four weeks to compile all those comments and put them in the format and then identify responses that really tell you how we intend to respond to your comments in the document.

MS. THOMPSON: Okay. Thank you. You mentioned that it would be approximately one million labor hours to construct this. If this project is approved, which I'm sure it will be in some kind of capacity, when would it start and when would it end?

MR. CAMPBELL: Well, of course, we've got to get through the NEPA/CEQA process first. And then we've got to get the various other permits, we need a franchise from San Bernardino County, we need to get our franchise, new franchise in place with the City of Rialto. So on our project schedule we're anticipating construction to begin probably early 2010, late 2009 or early 2010 is what our expectation is. Then the construction process we believe will take about a year with the new pipeline being in service probably in early 2011.

MS. THOMPSON: Okay. I think the last thing I have is I understand this is something that's necessary to transport these fuels. Just a statement. That when it -- for alternative routes, I agree with what Christina Taylor said about moving it to the recommended changes from what the city recommended, because it sounds like it would be the least populated area and probably the safest way to do it, so -- I can't remember the streets, but it sounded much more reasonable than bringing it up through most of the neighborhoods. Thank you.

MR. ROTTE: All right. Sir, if you'd like to speak, please come up to the podium.

MR. MARTIN: My name is Terry Martin. I'm a representative for the United Association Local 250. We have approximately 2,000 members that live in Riverside, San Bernardino County. I couldn't find one that lived in Rialto, though, darn it, I would have brought him.

But, you know, I heard the concerns, and the concerns I hear all the time are the same with the pipeline safety, are the past accidents. You know, if you were to look at a map of the pipelines going through every town, even in Beverly Hills, and there's 60,000 miles of gas pipeline alone that's been in the ground 50 years or longer that hasn't been replaced.

They mentioned this 8-inch pipeline was built in 1961. Well, welding rod has changed also, and the welding procedures, the testing, the X-ray, everything is improved. The smart pig they're talking about, we call them a pig, it's -- what it is, it's a bullet-looking thing that goes -- a pig is a bullet thing that goes through a pipeline usually to clean it out. This one goes through to measure the thickness and inferiorities, any faults in the pipeline, any pressure that's lost, you know, there may be a leak, so it's highly technical.

Our welders who would possibly be working on this pipeline, we do approximately, in California, over 99 percent of the work for Kinder Morgan. Our welders are not allowed to work on production welds unless they've had five years' experience. And that's on at school. We have a five-year apprenticeship program, two nights a week, nine months out of the year, and the training center's open five days a week. We have one center over here in Colton; it's Western Regional. Our pipeline school is located in Los Angeles. Many of our pipeline welders work nuclear powerhouse work, they do industrial work. But they say no test is harder than the Kinder Morgan test; when they get by that test, they know they can weld.

So I have all the confidence in the world, if one of our signatory contractors is awarded this project as well as the station work with it, that the manpower in regards to labor, your pipe fitters, your welders, your laborers, your Teamsters, your operating engineers, would be done professionally and in a safe manner. So we are fully in support of this project. Thank you very much.

MS. SEEHAFER: Would anybody else like to speak?

Well, we really appreciate all the comments you had. You had some really helpful comments both at the meeting and in your written comments beforehand and I appreciate your offering to sit down with the county and us and Kinder Morgan and one on one in small groups too for us to better understand some of the specific issues with different local officials and the school board. And so thank you for taking your time out of your busy schedules. And we look forward to getting any written comments that we have not from those of you we have not yet heard from.

Thank you.

MS. HYKE: If you haven't signed up, again, you can sign up in the lobby on your way out. Thanks very much.

MR. CAMPBELL: We're going to be standing around for a while. If anybody has any one-on-one questions, please don't hesitate, we're happy to chat with you.

(Thereupon, the June 18, 2008,
Public Scoping Meeting of the
Calnev Pipeline Expansion Project
Joint EIS/EIR
was adjourned at 8:10 p.m.)

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CERTIFICATE OF REPORTER

I, TROY RAY, an Electronic Reporter, do hereby certify that I am a disinterested person herein; that I recorded the foregoing Bureau of Lands Management Public Scoping Meeting; that thereafter the recording was transcribed.

I further certify that I am not counsel or attorney for any of the parties to said Public Scoping Meeting, or in any way interested in the outcome of said Public Scoping Meeting.

IN WITNESS WHEREOF, I have hereunto set my hand this 26th day of June, 2008.

Appendix F

Sample Meeting Materials

Bureau of Land Management (BLM)
County of San Bernardino

Public Scoping Meeting
Calnev Pipeline Expansion Project Joint EIS/EIR

April 1, 2008: Rialto Middle School, Rialto, CA

AGENDA

6:00 – 8:00

6:00 to 6:30 **Open House**

6:30 to 7:00 **Presentation**

Introductions and Meeting Purpose

Edy Seehafer, BLM
Carrie Hyke, County of San Bernardino

Project Overview

Allan Campbell, Kinder Morgan Energy Partners, L.P.
David Marx, URS

Environmental Review Process

Dave Plumpton, E&E

- Joint NEPA/CEQA Process
- Scope of EIS/EIR
- Opportunities for Public Comment

Public Comments

Next steps & Other Opportunities for Public Comment

Closing Remarks

Edy Seehafer, BLM
Carrie Hyke, County of San Bernardino
Dave Plumpton, E&E

Until 8:00 **Open House**

Documents Currently Available		**- Project NOI/NOP**
		BLM Documents are available at: http://www.BLM.gov/ca/st/en/fo/barstow.html **County of San Bernardino documents available at:** http://www.co.san-bernardino.ca.us/landuseservices/Public%20Notices/Projects/Projects.htm or by calling (909) 387-4147
For More Information		Edythe Seehafer, 760-252-6021, or **eseehafe@blm.gov** Carrie Hyke, 909-387-4371, or **chyke@lusd.sbcounty.gov**

Bureau of Land Management / County of San Bernardino

Public Scoping Meeting

Calnev Pipeline Extension Project Joint EIS/EIR

Rialto, CA – April, 1 2008

COMMENTS

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety

Thank you for participating in tonight's Public Scoping Meeting on the Calnev Pipeline Expansion Project Joint EIS/EIR

Name (please print legibly):

Affiliation (if applicable):

Phone: Email:

Mailing Address:

City, State, Zip:

COMMENTS:

What issues should be addressed in this environmental document?

Send comments to: BLM Barstow Field Office, attn: Edythe Seehafer, Environmental Coordinator, COMMENTS *(Continued)*

Bureau of Land Management and County of San Bernardino
Public Scoping Meeting
Calnev Expansion Project Joint EIS/EIR
April 1, 2008: Rialto Middle School, Rialto, CA

CONT CT N O M TON

Name (Please Print Legibly): ____________________

Affiliation: ____________________

Mailing Address: ____________________

City, State, Zip: ____________________

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Bureau of Land Management and County of San Bernardino
Public Scoping Meeting
Calnev Expansion Project Joint EIS/EIR
April 1, 2008: Rialto Middle School, Rialto, CA

CONT CT N O M TON

M N ST

Notices
Would you like to receive notices about the Project? ☐ ☐
If yes, please send me notices by (select one): ☐ ☐

lease indicate an other re uests
ra t and inal E S E s
Would you like to receive a CD copy of the Draft and Final EIS/EIRs when they are ready? ☐ ☐

Bureau of Land Management and County of San Bernardino

Public Scoping Meeting

Calnev Expansion Project Joint EIS/EIR

Rialto, CA – April, 1 2008

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety

SIGN-IN SHEET

Presentation starting promptly at 6:30 PM ***(PLEASE PRINT LEGIBLY)***

NAME	AFFILIATION	Mailing ADDRESS	PHONE	EMAIL

Bureau of Land Management and County of San Bernardino

Public Scoping Meeting
Calnev Pipeline Expansion Joint EIS/EIR

April 1, 2008: Rialto Middle School, Rialto, CA

SPEAKER CARD

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CONTACT INFORMATION

Name:

Additional information optional

Affiliation:

Mailing Address:

City, State, Zip:

Phone:

Email:

Bureau of Land Management and County of San Bernardino

Public Scoping Meeting
Calnev Pipeline Expansion Joint EIS/EIR

April 1, 2008: Rialto Middle School, Rialto, CA

SPEAKER CARD

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask used in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety

CONTACT INFORMATION

Name:

Additional information optional

Affiliation:

Mailing Address:

City, State, Zip:

Phone:

Email:

Appendix G

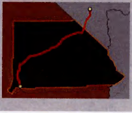
Scoping Meeting PowerPoint

Thank you for coming to the

Calnev Pipeline Expansion Project Joint EIS/EIR Public Scoping Meetings

- **Please…**
  - Sign in at the table near the entrance
  - Pick up copies of meeting materials
  - Fill out a speaker card if you would like to provide an oral comment
  - Pick up comment cards to make written comments
    - Drop off at the end of the meeting, or
    - Mail or fax the card later
  - Hold all comments until the end of the presentation
  - **Scoping Period Ends – May 17, 2008**

Bureau of Land Management



County of San Bernardino

Calnev Pipeline Expansion Project

The Bureau of Land Management (BLM) and the County of San Bernardino present:

Public Scoping Meetings

for the

Joint EIS/EIR

MEETING LOCATIONS

Tuesday, April 1st
Rialto Middle School
324 N. Palm Ave.
Rialto, CA

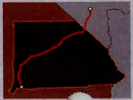
Wednesday, April 2nd
Victor Elementary School District - Nisqualli Room
15115 Nisqualli Rd
Victorville, CA

Thursday, April 3rd
Parkdale Community Center
3200 Ferndale Street
Las Vegas, NV

Wednesday, April 30th
Rialto High School
595 S Eucalyptus Avenue
Rialto, CA

All meetings are scheduled to take place from 6 p.m. to 8 p.m.

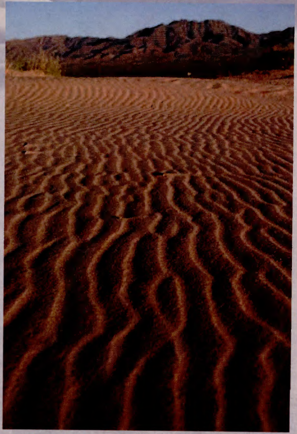
Bureau of Land Management



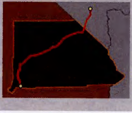
County of San Bernardino

Agenda

- 6:00 – 6:30 p.m. **Open House**
- 6:30 – 7:00 p.m. **Presentation**
  - Introductions and Meeting Purpose
  - Project Overview
  - Environmental Review Process
    - *Joint NEPA/CEQA process*
    - *BLM Plan Amendment Process*
    - *Scope of EIS/EIR*
    - *Opportunities for public comment*
  - Public Comments
  - Next Steps & Other Opportunities for Public Comment
  - Closing Remarks
- until 8:00 p.m. **Open House**



Bureau of Land Management

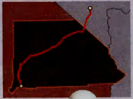


County of San Bernardino

Who Are We?

- **Bureau of Land Management (BLM)**
  - **Edy Seehafer**, Environmental Coordinator, Barstow Field Office
- **San Bernardino County Land Use Services Department**
  - **Carrie Hyke**, Advance Planning Division, Environmental & Mining Section
- **Ecology and Environment, Inc.**
  - Third party consultant on behalf of BLM and the County
- **Calnev Pipeline Company, LLC**
  - Project Applicant
- **URS**
  - Agent representing Calnev

Bureau of Land Management



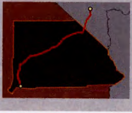
County of San Bernardino

Project Overview

Purpose and Need

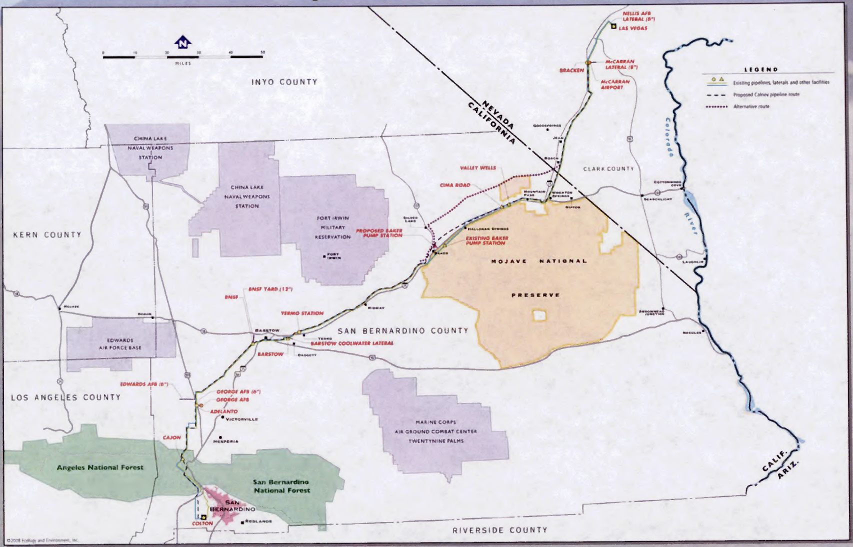
- Ongoing growth in High Desert and Las Vegas will require additional refined petroleum products in next several years
- Calnev Pipeline System is the primary means of delivery of these products

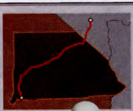
Bureau of Land Management



County of San Bernardino

Project Overview


N
0 10 20 30 40 50
MILES
INYO COUNTY
KERN COUNTY
LOS ANGELES COUNTY
SAN BERNARDINO COUNTY
CLARK COUNTY
RIVERSIDE COUNTY
NEVADA
CALIFORNIA
CALIF.
ARIZ.
CHINA LAKE NAVAL WEAPONS STATION
CHINA LAKE NAVAL WEAPONS STATION
FORT IRWIN MILITARY RESERVATION
FORT IRWIN
EDWARDS AIR FORCE BASE
MARINE CORPS AIR GROUND COMBAT CENTER TWENTYNINE PALMS
MOJAVE NATIONAL PRESERVE
Angeles National Forest
San Bernardino National Forest
SAN BERNARDINO
Colorado River
NELLIS AFB LATERAL (8")
LAS VEGAS
McCARRAN LATERAL (8")
BRACKEN
McCARRAN AIRPORT
GOODSPRINGS
JEAN
ROACH
VALLEY WELLS
CIMA ROAD
MOUNTAIN PASS
WHEATON SPRINGS
NIPTON
SEARCHLIGHT
COTTONWOOD COVE
LAUGHLIN
ARROWHEAD JUNCTION
NEEDLES
SILVER LAKE
PROPOSED BAKER PUMP STATION
HALLORAN SPRINGS
EXISTING BAKER PUMP STATION
BAKER
MIDWAY
BNSF YARD (12")
BNSF
YERMO STATION
BARSTOW
YERMO
BARSTOW COOLWATER LATERAL
BARSTOW
DAGGETT
MOJAVE
BORON
EDWARDS AFB (8")
GEORGE AFB (6")
GEORGE AFB
ADELANTO
VICTORVILLE
HESPERIA
CAJON
COLTON
REDLANDS
LEGEND
Existing pipelines, laterals and other facilities
Proposed Calnev pipeline route
Alternative route
©2008 Ecology and Environment, Inc.



Bureau of Land Management

County of San Bernardino

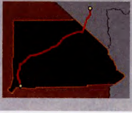
Project Overview

Project Location

- Current system: 8-inch and 14-inch pipelines from Colton to Las Vegas

Construction Process

- 12 months of total construction time
- Urban
- Rural



Bureau of Land Management

County of San Bernardino

Project Overview

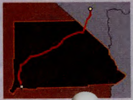
Products and Delivery Points

Products transported

- Gasoline
- Diesel Fuel
- Jet Fuel

Delivery points

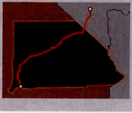
- Edwards AFB
- SCLA (formerly George AFB)
- BNSF Barstow
- Barstow Terminal
- Marine Corps Logistics Base
- McCarran Airport
- Las Vegas Terminal
- Nellis AFB



Project Overview

- **Current system capacity: approx. 156 MBPD**
- **Proposed System: existing 14-inch and approx. 233 miles new 16-inch from Colton to Las Vegas**
- **New system capacity: approx. 200 MBPD**
- **8-inch pipeline to be idled in place**
- **Terminals/Pump stations:**
  - Colton (existing)
  - Barstow (existing)
  - Baker (**new**)
  - Valley Wells / Cima (existing)
  - Las Vegas (existing)

PETROLEUM PIPELINE



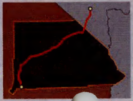
Bureau of Land Management

County of San Bernardino

Why Are We Here?
The Purpose of Public Scoping

- **Give a project overview**
- **Solicit Public Feedback**
- **Allow the public to voice their opinions**
- **Use this feedback to focus analysis**

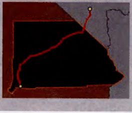
Bureau of Land Management



County of San Bernardino

Environmental Review

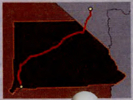
- **The Bureau of Land Management (BLM) is the NEPA lead agency**
- **County of San Bernardino is the CEQA lead agency**



Agency Actions Under Consideration

- **BLM:**
  - Right-of-Way Grant
  - Amendment to California Desert Conservation Area Plan (CDCA)
- **County:**
  - Conditional Use Permit
  - Franchise Agreement

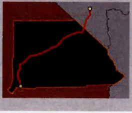
Bureau of Land Management



County of San Bernardino

NEPA/CEQA Objectives

- Identify key issues to focus analysis
- Identify reasonable alternatives for analysis
- Present environmental impacts of proposed project and alternatives
- Identify ways to avoid or reduce environmental impacts
- Inform the agency decision-making process
- Encourage public participation



Bureau of Land Management

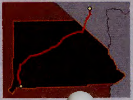
County of San Bernardino

Preparation of the EIS/EIR

(Six Stages)

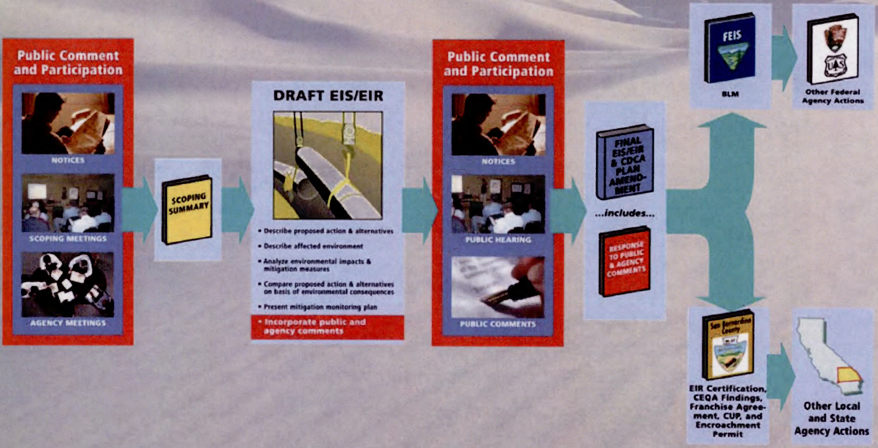
1. **Notice of Intent/Notice of Preparation** (March14, 2008)
2. **Scoping Period** (ends May 17, 2008)
3. **Draft EIS/EIR** (public review Fall 2008)
4. **Draft EIS/EIR Public Comment Period** (90 days)
5. **Final EIS/EIR** (Spring 2009)
6. **Record of Decision/ Notice of Determination** (60 days after final EIS/EIR)

Bureau of Land Management



County of San Bernardino

Opportunities for Public Comment During the Review Process Under NEPA/CEQA



Public Comment and Participation

- NOTICES
- SCOPING MEETINGS
- AGENCY MEETINGS

SCOPING SUMMARY

DRAFT EIS/EIR

- Describe proposed action & alternatives
- Describe affected environment
- Analyze environmental impacts & mitigation measures
- Compare proposed action & alternatives on basis of environmental consequences
- Present mitigation monitoring plan
- Incorporate public and agency comments

Public Comment and Participation

- NOTICES
- PUBLIC HEARING
- PUBLIC COMMENTS

FINAL EIS/EIR & CDCA PLAN AMENDMENT

...includes...

RESPONSE TO PUBLIC & AGENCY COMMENTS

FEIS

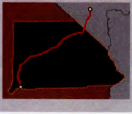
BLM

Other Federal Agency Actions

San Bernardino County

EIR Certification, CEQA Findings, Franchise Agreement, CUP, and Encroachment Permit

Other Local and State Agency Actions

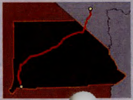


Bureau of Land Management

County of San Bernardino

BLM Process

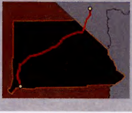
- BLM will use the Public Scoping period to inform it's decision on designating a "Preferred Project Alternative"
- This Preferred Project Alternative will be included in the DEIS/DEIR
- This will allow the public to comment on the BLM's Preferred Alignment before the final document is released



Public Comment

- **We want to hear your comments on the proposed scope of environmental review of the Calnev Pipeline Expansion Project**
- **Help identify the following to be analyzed in depth:**
  - Key issues
  - Range of alternatives
  - Environmental effects
  - Mitigation measures

Bureau of Land Management



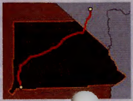
County of San Bernardino

Comment Session Ground Rules

This session is to hear from you…

- **Please:**
  - Submit speaker cards in order to speak
  - Wait until your name is called
  - State your name and speak clearly
  - Limit your comment to 3 minutes
  - Use comment forms for more extensive input

Bureau of Land Management



County of San Bernardino

Where to Send Your Comments

- **Scoping comments will be accepted through May 17, 2008**
  - Send comments to:

BLM Barstow Field Office
attn: Edythe Seehafer, Environmental Coordinator,
2601 Barstow Road, Barstow, CA 92311

  - Submit by email to: eseehafe@blm.gov
  - Documents Available Online

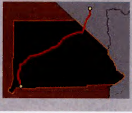
BLM Documents are available at:

http://www.BLM.gov/ca/st/en/fo/barstow.html

County of San Bernardino documents available at:

http://www.co.san-bernardino.ca.us/landuseservices/Public%20Notices/Projects/Projects.htm

Bureau of Land Management



County of San Bernardino

Appendix H

Notice of Preparation

County of San Bernardino

NOTICE OF PREPARATION

DATE: March 17, 2008

TO: Responsible Agencies and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report

PROJECT TITLE: **Calnev Pipeline Expansion Project**

An environmental review of the project must be conducted under both California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA). Implementation of the project will require discretionary approvals from federal, state, and local agencies, and therefore, this project is subject to the environmental review requirements of both NEPA and CEQA. As Lead Agency for CEQA, the County of San Bernardino issues this Notice of Preparation for the proposed Calnev Pipeline expansion project from Colton, California to Las Vegas, Nevada.

To ensure coordination between the NEPA and CEQA processes, and to avoid duplication of effort, the lead agencies will prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as recommended by 40 CFR § 1506.2 and CEQA Guidelines § 15222. The Bureau of Land Management (BLM) will be the NEPA Lead Agency and the County of San Bernardino ("County") will be the CEQA Lead Agency, for preparation of the EIS/EIR. The BLM and County have agreed to work together on this Project and a Joint EIS/EIR will be prepared.

The BLM and the County will evaluate whether potentially significant environmental effects will result from the project. The EIS/EIR will assess the effects of the proposed project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the proposed project that may accomplish basic project objectives, while lessening or eliminating any potential significant project impacts.

This Notice provides a description of the proposed project and solicits comments from responsible agencies, trustee agencies, federal, state and local agencies and the general public, on the scope and content of the environmental document to be prepared to analyze the environmental impacts of the proposed project. Comments received in response to this Notice will be reviewed and considered by the lead agencies in determining the scope of the EIS/EIR. Due to time limits, as defined by CEQA, your response should be sent at the earliest possible date, but no later than 60 days after

publication of this notice. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Written comments may be submitted to BLM Barstow Field Office, attention: Edythe Seehafer, Environmental Coordinator, 2601 Barstow Road, Barstow, CA 92311. Comments can also be faxed to (760) 252-6099 or emailed to eseehafer@ca.blm.gov. Please include the name, phone

PROJECT DESCRIPTION

Environmental Setting

Calnev Pipe Line, LLC, as operating partner with Kinder Morgan Energy Partners, has applied for a ROW on public lands to expand and reconstruct 233 miles of pipeline in California and Nevada. The existing Calnev system provides petroleum products delivery to the Las Vegas area through two existing pipelines from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The main components of the proposed project are shown on Figure 1.

Projected increases in commercial air traffic in and out of McCarran International Airport in Las Vegas will require significant increases in jet fuel supplies over the next 20 years. An expanded and modernized pipeline will serve that need. The project would include construction, operation and maintenance of a new 16-inch diameter pipeline from Colton to Las Vegas; new pumps, an electrical substation and other ancillary facilities to increase pumping at Colton; a new pump station, electrical substation and ancillary facilities at Baker; as well as new or modified connections to existing laterals. Pipeline construction will take place over 12 months and is anticipated to begin in late 2009 or early 2010.

Project Activity

As proposed, the Project would require a right-of-way (ROW) on lands managed by the BLM, the US Forest Service (USFS) and the Department of Defense (DoD), a franchise agreement and Conditional Use Permit from the County, and appropriate permits from state, federal and local jurisdictions. Therefore, approval of the Project will require compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as well as ROW and planning regulations promulgated under the Mineral Leasing Act. In addition, the project as currently proposed would require amendment of the BLM's land-use plan, the California Desert Conservation Area (CDCA) Plan. The Plan amendment process will be conducted concurrently and integrated with the NEPA process, as part of the EIS/EIR.

Potential Environmental Impacts

The Lead Agencies have determined that this project could result in significant environmental impacts and/or have a significant impact on the quality of the human environment. As such, preparation of a joint EIS/EIR is appropriate. Accordingly, the Lead Agencies did not prepare an Environmental Assessment or Initial Study for the project. However, the Lead Agencies have identified the following environmental considerations as potential significant effects of the project:

Aesthetic/Visual
Air Quality
Archeological/Historic
Biological Resources
Geologic/Seismic
Land Use
Soil Erosion/ Compaction/Grading
Toxic/Hazardous
Traffic/Circulation
Vegetation
Water Quality
Wetland/Riparian
Cumulative Effects

Scoping Meetings

The BLM and the County will host three scoping meetings to provide the opportunity for the public to learn about the project and to share any concerns or comments they may have. Additionally, the public may submit information and identify issues to be addressed during the EIS/EIR process. The scoping meetings are scheduled from 6:00 – 8:00 p.m. in the following dates at the following locations:

April 1, 2008 at Rialto Middle School, 324 N Palm Avenue, Rialto, CA 92376

April 2, 2008 at Victor Elementary School District / Nisqualli Room, 15115 Nisqualli Road, Victorville, CA 92395

April 3, 2008 at Parkdale Community Center, 3200 Ferndale St., Las Vegas, NV 89121

The meetings are an open house format to allow the public to visit with County and BLM representatives.

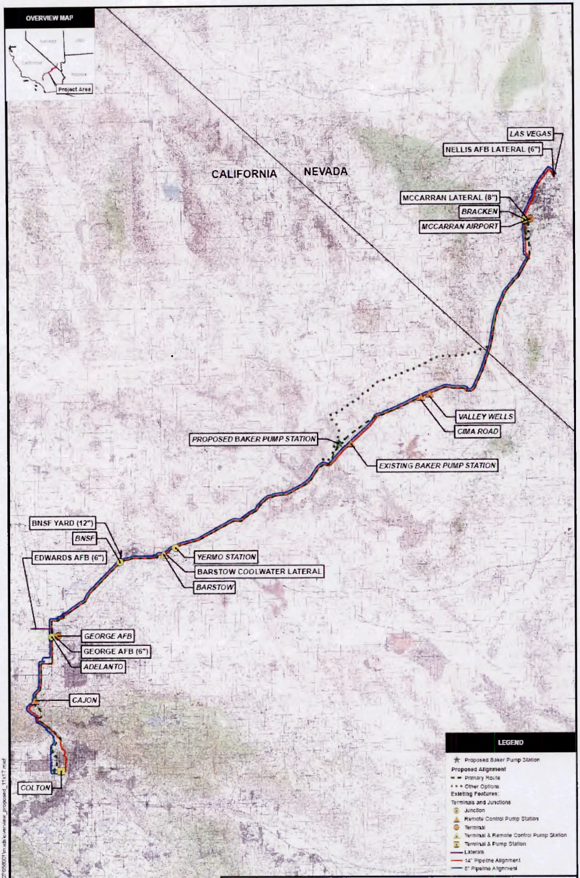
Comment Due Date

Due to the time limit of 30 days mandated by State law, your comments must be sent at the earliest possible date but not later than **May 17, 2008.**

Sincerely,

Carrie Hyke

Carrie Hyke, AICP, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department County of San Bernardino


OVERVIEW MAP
Nevada
Utah
California
Arizona
Project Area
CALIFORNIA
NEVADA
LAS VEGAS
NELLIS AFB LATERAL (6")
MCCARRAN LATERAL (8")
BRACKEN
MCCARRAN AIRPORT
VALLEY WELLS
CIMA ROAD
PROPOSED BAKER PUMP STATION
EXISTING BAKER PUMP STATION
BNSF YARD (12")
BNSF
EDWARDS AFB (6")
YERMO STATION
BARSTOW COOLWATER LATERAL
BARSTOW
GEORGE AFB
GEORGE AFB (6")
ADELANTO
CAJON
COLTON
LEGEND
Proposed Baker Pump Station
Proposed Alignment
Primary Route
Other Options
Existing Features:
Terminals and Junctions
Junction
Remote Control Pump Station
Terminal
Terminal & Remote Control Pump Station
Terminal & Pump Station
Laterals
14" Pipeline Alignment
8" Pipeline Alignment

SOURCES:
CALNEV (Existing Features, 2003-2006);
USGS TOPO! (100k topo maps, various dates).

N

PROPOSED FEATURES
CALNEV PIPELINE PROJECT

URS

7.5 0 7.5 15 Miles

SCALE: 1" = 15 Miles (1:950,400)

CREATED BY: MS	DATE: 06-15-07	FIG. NO:
PM: DM	PROJ. NO: 27656001.00100	1-2

SCALE CORRECT WHEN PRINTED AT 11X17

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Appendix I

Comments Received During the Scoping Process

LAS VEGAS
McCARRAN INTERNATIONAL AIRPORT

Department of Aviation
RANDALL H. WALKER
DIRECTOR
ROSEMARY A. VASSILIADIS
DEPUTY DIRECTOR
POSTAL BOX 11005
LAS VEGAS, NEVADA 89111-1005
(702) 261-5211
FAX (702) 597-9553
E-MAIL: webmaster2@mccarran.com

RECEIVED
LAND MANAGEMENT
08 MAY 14 PM 12:45
BARSTOW, CALIFORNIA

May 9, 2008

BLM Barstow Field Office
Attention: Ms. Edythe Seehafer, Environmental Coordinator
2601 Barstow Road
Barstow, CA 92311

Dear Ms. Seehafer:

I'm writing today to formally express the Clark County Department of Aviation's support for the proposed Calnev Pipeline expansion. I am confident this project will be beneficial to Southern Nevada's more than 2 million residents, as well as the nearly 40 million travelers who fly or drive to and from this community each year.

Beginning in fall 2005, I was privileged to serve as chairman of a Clark County-appointed advisory board known as the Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply. This group included representatives from local, state and federal government agencies; private businesses; as well as environmental concerns. Its members met regularly for more than a year to thoroughly consider the challenges and opportunities associated with ensuring that this community continues to enjoy a stable fuel supply.

The Blue Ribbon Commission's actions prompted multiple businesses to unveil proposals intended to supplement Southern Nevada's existing fuel sources. One key recommendation the Blue Ribbon Commission presented to Clark County's elected leaders called for increased fuel flow through the existing Calnev Pipeline system. This goal is precisely what Calnev Pipe Line, LLC and Kinder Morgan Energy Partners would achieve through the proposed pipeline expansion now under review by the Bureau of Land Management and the County of San Bernardino, California.

An expanded Calnev Pipeline system would increase the existing system capacity from a maximum of 156,000 barrels per day to more than 200,000 barrels per day. With additional pumping stations, capacity could further climb to as much as 300,000 daily barrels. One barrel represents 42 gallons of fuel, so the significant benefits this private sector development would provide to our community are easily discernable.

support
Purpose
and need

It should also be noted that the proposed pipeline expansion is necessary to support both the short- and long-term growth of Southern Nevada and its environs. This added capacity is of particular importance to McCarran International Airport and other smaller airports owned and operated by the Clark County Department of Aviation. McCarran has set a new record-high annual passenger total each year since 2004, and projected growth in local air traffic alone would justify the need for additional capacity within the Calnev system.

Purpose
and need

The Calnev pipeline runs through a site at which Clark County is considering plans to build a new full-service commercial airport. While this airport in Ivanpah Valley would certainly benefit from additional Calnev capacity, I must stress that an expanded pipeline is needed independent of any new fuel demand this new airport would create. land use

Southern Nevada's economy depends upon the travel industry, and a steady fuel supply is what keeps our community's valued visitors moving. We encourage your office to approve the Calnev Pipe Line, LLC and Kinder Morgan Energy Partners application to expand the Calnev system. socioec. support

Sincerely,

RANDALL H. WALKER
Director of Aviation

RHW/dlw

cc: Virginia Valentine, County Manager

FACSIMILE

To: Ms. Edythe Seehafer
Fax #: 760-252-6099
Re: Calnev Pipeline Expansion Proposal
Date: May 16, 2008
Pages: 2, including this cover sheet.

Ms. Seehafer:

Please refer to the attached letter from our president and chief executive officer, Keith Smith, expressing Boyd Gaming Corporation's support for the pipeline expansion project.

Feel free to contact me direct at 702-792-7303 if I may be of assistance to you.

From the desk of...

Gina B. Polovina
Vice President, Government & Community Affairs
Boyd Gaming Corporation
3883 Howard Hughes Parkway, 9th Floor
Las Vegas, Nevada 89169

(702) 792.7303
Fax: (702) 792.7263

BOYDGAMING

May 16, 2008

Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, California 92311

Dear Ms. Seehafer:

I am aware that your agency will be working in conjunction with the County of San Bernardino on the Environmental Impact Statement/Environmental Impact Report required for the expansion of the Calnev pipeline system. The increased capacity, from the nearly $400 million proposed project, would prove to be a tremendous asset in our efforts to address Southern Nevada's continually increasing fuel needs.

With 6,000 new residents moving to Southern Nevada each month and 40 million tourists visiting the Las Vegas area annually, we need to take proactive steps to meet tomorrow's needs and I believe that the pipeline expansion proposal is the right approach at the right time. I encourage your support of this essential project.

General
→ Su[illegible]t

Sincerely,

Keith Smith
President/CEO

Boyd Gaming Corporation | 3883 Howard Hughes Parkway, Ninth Floor • Las Vegas, NV 89169 • 702.792.7200 • www.boydgaming.com

SOUTHWEST AIRLINES CO.
Jim Stevenson
Regional Manager of
Fuel Operations
P.O. Box 36611; HDQ 7FM
Dallas, TX 75235-1611
Phone (214) 792-1036
E-mail: jim.stevenson@wnco.com

May 7, 2008

VIA FACSIMILE (760.252.6099) AND U.S. MAIL

Edythe Seehafer, Environmental Coordinator
Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

RE: Calnev Pipeline Expansion Project - Scoping Comments on Joint EIS/EIR

Dear Ms. Seehafer:

LASfuel Corporation is a consortium of major U.S., international, and regional airlines operating at McCarran International Airport in Las Vegas, Nevada, including Air Canada, Air Transat, Alaska Airlines, Allegiant Air, American Airlines, Continental Airlines, Delta Air Lines, Federal Express, Frontier Airlines, Hawaiian Airlines, Korean Airlines, Maxjet Airways, Northwest Airlines, Southwest Airlines, United Air Lines, US Airways, and Virgin Atlantic Airways. LASfuel, through its operator, runs the jet fuel storage facility and hydrant distribution system at McCarran International, supplying Jet-A fuel to all of the airport terminals and airplane gates.

The proposal by Calnev Pipe Line, LLC to expand and modernize its fuel pipeline serving McCarran and other destinations is of significant importance to LASfuel and its member airlines. LASfuel supports the proposal and believes the pipeline project will provide critical infrastructure capacity improvements. Support We understand that if the proposed new 16-inch diameter multi-product pipeline is approved and constructed, the existing 14-inch diameter pipeline will remain in place to supply Jet-A fuel. We do not believe there are other distribution methods that could serve the need this project will address. Alternatives such as trucking are not feasible to supply jet fuel to the airport and would likely increase rather than reduce environmental impacts, including air quality, traffic, and related safety concerns.

By proposing to *reuse* an existing pipeline and co-locate a new pipeline within the existing utility corridor to the extent possible, the project appears designed to minimize adverse environmental impacts. Support Also, by reusing the existing 14-inch diameter pipeline to serve

McCarran, the need for modified connections and airport-related ancillary facilities will be eliminated or kept to a minimum.

We appreciate the opportunity to participate in the scoping process for this important project. Please include LASfuel in the distribution list for future notices concerning the Calnev Pipeline project by directing such notices to my attention.

General Disclosure

Sincerely,

Jim Stevenson

Jim Stevenson, President
LASfuel Corporation

cc: Randall H. Walker, *Director*
Clark County Department of Aviation

TERRIBLE HERBST

"the best bad guy in the west"

RECEIVED
LAND MANAGEMENT
08 JUN 12 PM 2:00
BARSTOW FIELD OFFICE
BARSTOW, CALIFORNIA

June 10, 2008

BLM Barstow Field Office
Attn: Edythe Seehafer
2601 Barstow Road
Barstow, CA 92311

Dear Ms. Seehafer:

I'm writing you today to express Terrible Herbst's support for the proposed Calnev Pipeline Expansion Project. I not only serve as General Counsel for Terrible Herbst, but I also recently had the privilege of serving on the Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply. The Commission identified the pipeline project as a long term solution to meeting the fuel needs of southern Nevada and to improve reliability. With the current pipeline reaching capacity in the next three years, this project is the best strategy to address the supply security of fuel and economic vitality of the southern Nevada region without the problems of added public hazards such as freeway congestion and pollution.

support

The Calnev Pipeline system delivers nearly all of the gasoline, diesel, and jet fuel that are consumed in Las Vegas and the desert areas of California. This includes delivery to Barstow, Las Vegas, and facilities such as Edwards Air Force Base and Nellis Air Force Base. However, as you know, growth in southern Nevada will cause the current pipeline system to be at capacity within the next three years. As the largest gasoline distributor in this region, this is of serious concern to Terrible Herbst.

The livelihood of southern Nevada's almost two million residents depends heavily on travel and tourism. Without sufficient gasoline, diesel and jet fuel, our economy would suffer greatly. The proposed pipeline is extremely critical to bringing this region the resources it needs.

support

If the proposed pipeline is not built or is delayed, incremental fuel will have to be trucked in via diesel tankers over Interstate 15. This mode of transportation would be significantly more expensive than the proposed pipeline. Since the incremental supply sets the market price, this would further drive up fuel prices for all Nevadans. Additional trucking on Interstate 15 would increase traffic on the already congested Interstate 15 corridor, and be a huge risk to public safety. It would cause an increase of serious accidents and diesel emissions.

Terrible Herbst believes The Calnev Expansion Pipeline Project is vital in securely and reliably addressing the long term fuel needs of this region without risking the safety and environment of our community. It is critical for our regional and local sustainability that the Calnev Pipeline Expansion Project proceed since it will inevitably reach its capacity.

Sincerely,

Sean T. Higgins

Sean T. Higgins, Esq.
General Counsel
Terrible Herbst, Inc.

5195 Las Vegas Boulevard South, Las Vegas, Nevada 89119 • (702) 798-6400 • Fax (702) 736-0819

KINDER MORGAN
CALNEV PIPE LINE LLC

Calnev
Expansion Pipeline Project

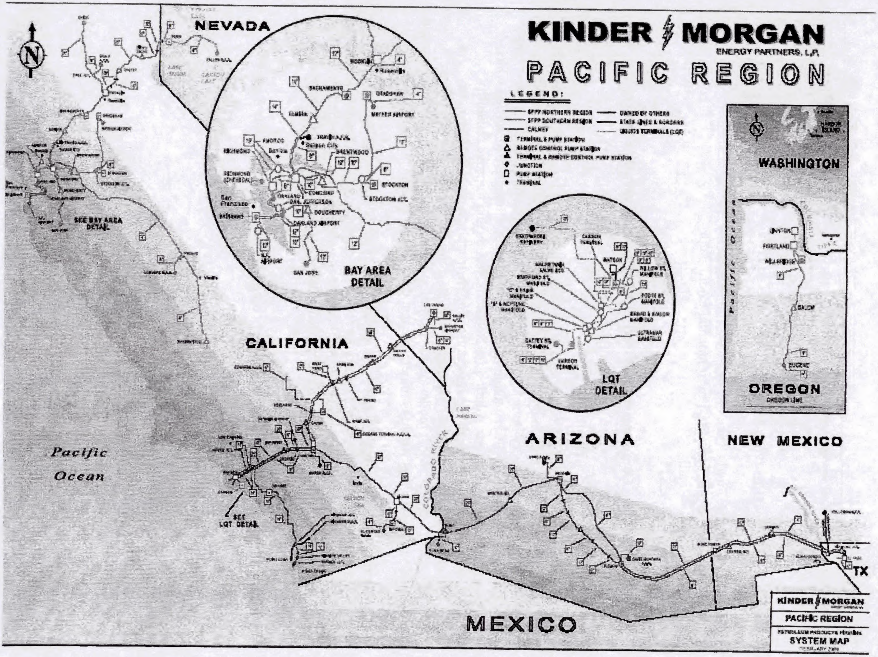
OVERVIEW

- To address long-term energy needs, ***Calnev*** Pipe Line LLC (Calnev), a subsidiary of Kinder Morgan Energy Partners (KMP) -- one of the nation's largest independent owner/operators of petroleum product pipelines and terminals -- is planning to construct a replacement pipeline to increase capacity on the existing ***Calnev*** pipeline system.
- ***Calnev*** is the primary pipeline system that delivers needed gasoline, diesel, and jet fuel to both the high desert communities of California and southern Nevada, including Barstow and Las Vegas, as well as key facilities such as Edwards Air Force Base, Nellis Air Force Base and McCarran International Airport. The proposed pipeline project would idle an existing 8-inch pipeline, replacing its capacity with a larger 16-inch pipeline.
- Benefits of the new pipeline include reduced diesel emissions from tanker trucks that may otherwise need to deliver the additional supplies to meet the demand of the California and Nevada desert market. This also means avoiding possible tanker truck congestion on the I-15 and over the El Cajon pass.
- ***Calnev*** currently consists of two pipelines -- one 8 inch and one 14 inch -- that originate at existing facilities in Colton, California and travel over the Cajon Pass and through the Mojave Desert roughly paralleling the 15 Freeway to Las Vegas. The ***Calnev*** pipeline is the primary means by which all grades of gasoline, diesel and jet fuel supplies get to these high desert markets.
- ***Calnev*** has been serving the growing needs of California's high desert and the southern Las Vegas region since the early 1960's when the 8-inch pipeline was originally constructed, and later when the 14-inch line was added. Recently, KMP invested $25 million dollars in system upgrades to meet projected energy needs through 2010.
- KMP and their representatives have been meeting with elected and other public officials and staff in jurisdictions throughout the areas in which the replacement pipeline likely would be located in order to identify optimal routes, seek input and answer questions. This communication will continue throughout the public review process to ensure an ongoing and productive dialogue.

ABOUT KINDER MORGAN ENERGY PARTNERS

- *KMP is one of the largest publicly traded pipeline limited partnerships in America and owns or operates more than 27,000 miles of pipelines and approximately 145 terminals. Its pipelines transport more than 2 million barrels per day of gasoline and other petroleum products and up to 9 billion cubic feet per day of natural gas. KMP terminals handle over 80 million tons of coal and other bulk materials annually and have a liquids storage capacity of about 70 million barrels for petroleum products and chemicals. KMP is also the leading provider of CO2 for enhanced oil recovery projects in the United States.*
- *The general partner of KMP is owned by Knight Inc.(f/k/a Kinder Morgan, Inc.) one of the largest energy transportation, storage and distribution companies in North America. Combined, the two companies have an enterprise value of more than $35 billion.*

For further information please contact:
Oliver Rocroi (California) at 951.781.2240
George Ross (Nevada) at 702.784.5220


KINDER MORGAN
ENERGY PARTNERS, L.P.
PACIFIC REGION
LEGEND:
SFPP NORTHERN REGION
SFPP SOUTHERN REGION
CALNEV
OWNED BY OTHERS
STATE LINES & BORDERS
LIQUIDS TERMINALS (LQT)
TERMINAL & PUMP STATION
REMOTE CONTROL PUMP STATION
TERMINAL & REMOTE CONTROL PUMP STATION
JUNCTION
PUMP STATION
TERMINAL
N
NEVADA
SACRAMENTO
ROCKLIN
Roseville
BRADSHAW
MATHER AIRPORT
ELMIRA
TRAVIS A.F.B.
Suisun City
AMORCO
RICHMOND
BRENTWOOD
CONCORD
OAKLAND
San Francisco
BRISBANE
DOUGHERTY
OAKLAND AIRPORT
STOCKTON
STOCKTON JCT.
S.F. AIRPORT
SAN JOSE
BAY AREA DETAIL
SEE BAY AREA DETAIL
WATSON
LQT DETAIL
SEE LQT DETAIL
WASHINGTON
PORTLAND
SALEM
EUGENE
OREGON
Pacific Ocean
CALIFORNIA
COLORADO RIVER
ARIZONA
NEW MEXICO
TX
MEXICO
Pacific Ocean
KINDER MORGAN
PACIFIC REGION
PETROLEUM PRODUCTS PIPELINE
SYSTEM MAP

Sierra Pacific
RESOURCES
sierrapacificresources.com

Roberto R. Denis • *Senior Vice President, Energy Supply* • rdenis@sierrapacific.com • 702.367.5660 • 702.367.5300 fax

RECEIVED
CALIFORNIA

③

BY FACSIMILE: (760) 252 6099

BLM Barstow Field Office
Attention: Edythe Seehafer, Environmental Coordinator
2601 Barstow Road
Barstow, CA 92311

Re: Scoping Comments on EIS for CalNev Pipeline Expansion Project

Dear Ms. Seehafer:

I had the honor of serving on the Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply. The Commission was responsible for analyzing and identifying fuel delivery issues in the Las Vegas valley. The pipeline expansion being proposed in the EIS/EIR statement of purpose was a key alternative identified which would meet the long term solution for Southern Nevada and improve reliability. Southern Nevada is one of the fastest growing metropolitan areas in the country. As Southern Nevada's population grows so does its consumption and demand of gasoline, diesel and jet fuel. Most modes of transportation in Southern Nevada depend on a single fuel supply which is why it is imperative that the EIS/EIR statement is approved.

General support

Sierra Pacific is enthusiastically supportive of this important infrastructure project which is a critically needed to ensure the continued economic vitality of our region. We believe that it is important that the EIS/EIR for this project make clear to the public that the expansion of the CalNev Pipeline is needed in large part to accommodate expected growth forecasts.

Purpose and need

Thank you for the opportunity to comment on the scope of the EIS for this important project.

Sincerely,

Roberto R. Denis

Sierra Pacific
RESOURCES
sierrapacificresources.com

Roberto R. Denis • *Senior Vice President, Energy Supply* • rdenis@sierrapacific.com • 702.367.5660 • 702.367.5300 fax

BY FACSIMILE: (760) 252 6099

BLM Barstow Field Office
Attention: Edythe Seehafer, Environmental Coordinator
2601 Barstow Road
Barstow, CA 92311

Re: Scoping Comments on EIS for CalNev Pipeline Expansion Project

Dear Ms. Seehafer:

I had the honor of serving on the Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply. The Commission was responsible for analyzing and identifying fuel delivery issues in the Las Vegas valley. The pipeline expansion being proposed in the EIS/EIR statement of purpose was a key alternative identified which would meet the long term solution for Southern Nevada and improve reliability. Southern Nevada is one of the fastest growing metropolitan areas in the country. As Southern Nevada's population grows so does its consumption and demand of gasoline, diesel and jet fuel. Most modes of transportation in Southern Nevada depend on a single fuel supply which is why it is imperative that the EIS/EIR statement is approved.

Sierra Pacific is enthusiastically supportive of this important infrastructure project which is a critically needed to ensure the continued economic vitality of our region. We believe that it is important that the EIS/EIR for this project make clear to the public that the expansion of the CalNev Pipeline is needed in large part to accommodate expected growth forecasts.

> public outreach

Thank you for the opportunity to comment on the scope of the EIS for this important project.

Sincerely,

Roberto R. Denis

STATION CASINOS INC®

RECEIVED
08 MAY 12 PM 2:15
CALIFORNIA

DIRECT DIAL: (702)495-3700
FACSIMILE: (702)495-3290

FRANK J. FERTITTA III
CHIEF EXECUTIVE OFFICER
CHAIRMAN OF THE BOARD

May 5, 2008

Edythe Seehafer, Environmental Coordinator
BLM BARSTOW FIELD OFFICE
2601 Barstow Road
Barstow, California 92311

Re: Expansion of the Calnev Pipeline System

Dear Ms. Seehafer,

Please accept this letter of support for Calnev Pipe Line, LLC's proposal to expand its existing pipeline system (the "Calnev Pipeline System") on behalf of Station Casinos, Inc. ("Station") and its more than 14,000 team members who live and work in Southern Nevada. By way of introduction, Station is the leading provider of gaming and entertainment for residents of the Las Vegas valley. Currently, Station owns and operates nine major gaming and entertainment facilities and eight smaller casinos, all located in the Las Vegas valley.

Support

We support this expansion because today, the Calnev Pipeline System carries nearly all of the automotive and jet fuel products needed by the residents of, and visitors to, the Las Vegas valley. Securing sufficient fuel supplies to meet the demands of our community's explosive population growth and the increase in visitor volume that will accompany the opening of the major resort hotel and casino projects currently under construction on the Las Vegas strip is of critical importance to the economic health of Southern Nevada. The proposed expansion of the Calnev Pipeline System will help to provide the additional fuel delivery capacity that our community requires. Station certainly supports that endeavor.

Purpose and need

Sincerely,

Frank J. Fertitta III
Chief Executive Officer
Chairman of the Board

allegiant

3301 N. Buffalo Drive, Suite B-9 • Las Vegas, NV 89129
Phone: (702) 851-7300 • Fax: (702) 851-7301

RECEIVED
08 APR [illegible]

April 28, 2008

Ms. Edythe Seehafer
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

RE: Comments on the proposed Calnev Pipeline expansion

Dear Ms. Seehafer:

You are currently accepting comments on the proposed expansion of the Calnev Pipeline which supplies petroleum products to our Las Vegas valley. I am both a resident of Las Vegas and the CEO of Allegiant Travel Company, headquartered here in Las Vegas. In both instances, personally and professionally, I/we are totally dependent on the movements of gasoline fuels through the Calnev Pipeline for our livelihood. This single point of supply is critical for our continued prosperity.

With the growth of the valley during the past 10-15 years, it is widely known that the capacity on the pipeline is stretched. In fact, last summer, our airline was put on rationing for jet fuel because of delivery problems tied to capacity issues on the pipeline. The proposed expansion, particularly within the foot print of the existing pipeline, seems very appropriate and the most expeditious way of providing the much needed additional capacity to our valley.

We are very appreciative of the work done by the Blue Ribbon Commission formed by the Clark County Board of Commissioners in October 2005. This panel did an excellent job of reviewing the capacity and associated problems in our current infrastructure as well as alternatives to expanding capacity. Additionally, they reviewed a number of proposals and their sponsors. This proposed solution, backed by Kinder Morgan, to build an additional 16 inch pipeline in the current right of way should be acted on as soon as possible.

support

Very truly yours,

Maurice J. Gallagher
C. E. O., President – Allegiant Travel Company

cc Randall H. Walker, Director of Aviation
Tyri Squyres, Director of Corporate Communications

COLORADO RIVER INDIAN TRIBES

ROUTE 1, BOX 23-B
PARKER, ARIZONA 85344

Bureau of Land Management
RECEIVED
07:30
MAY 16 2008
LAS VEGAS
FIELD OFFICE
Las Vegas, Nevada

BUREAU OF LAND MANAGEMEN
ST. GEORGE FIELD OFFICE
MAY 1 1 2008

April 11, 2008

Kathy Abbott, Realty Specialist
Bureau of Land Management
St. George Field Office
345 East Riverside Drive
St. George, UT 84790

Dear Ms. Abbott:

Thank you for your letter dated March 7, 2008, requesting comment on application number CACA-49138 and NEV-0056213. Calnev Pipeline, LLC is proposing to construct a 233-mile pipeline to convey petroleum products across public lands administered by several federal and local agencies in San Bernardino County, California, and adjoining Clark County Nevada.

At this time, the Colorado River Indian Tribes are in concurrence with your findings of no historic/cultural properties affected by the above referenced activities based on the information that you have provided. However, the Colorado River Indian Tribes does reserve the right to intervene at a later date if new or omitted information may become available that is related to the proposed project.

Cultural Resource

Public Involveme

Thanking you in advance for your kind attention and consideration of this response.

Sincerely,

Michael Tsosie
Museum Director

Cc: Eric Shepard, Attorney General
Lisa Swick, Archaeological Compliance Technician
File: Letter 135

CENTER *for* BIOLOGICAL DIVERSITY

VIA ELECTRONIC MAIL AND U.S. MAIL

May 11, 2008

BLM Barstow Field Office
Edythe Seehafer, Environmental Coordinator
Bureau of Land Management
Barstow Field Office, 2601
Barstow Road, Barstow, CA 92311
e-mail at eseehafer@ca.blm.gov.

Re: Notice of Intent and Notice of Preparation for a Joint Environmental Impact Statement/ Environmental Impact Report and California Desert Conservation Area Plan Amendment for the CalNev Pipeline Expansion Project

The Center for Biological Diversity ("Center") submits these comments on the scope of the EIR/EIS for the above-entitled project based on the scoping notice published in the Federal Register on March 13, 2008. 73 Fed. Reg. 13558. The Center is a non-profit environmental organization dedicated to the protection of native species and their habitats through science, policy, and environmental law. The Center has over 40,000 members throughout the western United States including many members who live and recreate in the areas that will be affected by this project.

The Center is concerned that the joint EIR/EIS adequately analyze impacts to biological resources, scarce water resources, and air quality. Impacts to biological resources including, but not limited to, impacts to rare, threatened, endangered, and special status species and their habitats should be identified and analyzed in detail and avoided, minimized or mitigated as required by NEPA, CEQA, the CDCA Plan, the ESA, and the CESA. The analysis must include direct, indirect, and cumulative impacts to species and their habitats, water resources and riparian areas, water and air quality, and growth inducing impacts. In addition, the EIR/EIS must identify and adopt specific mitigation measures necessary to protect all special status species in the affected area including the desert tortoise. For the bighorn sheep, which is also a fully protected species under California law, no take must occur. Mitigation measures could include, for example, tortoise exclusion fencing in appropriate areas near the pipeline and roads in the action area both during construction and the operational life of the project. As another example, the EIR/EIS should also consider overpasses across the existing pipeline and adjacent roads (particularly I-15) as well as the new expanded pipeline in order to maintain critical movement corridors and connectivity between populations for bighorn sheep and other species as mitigation for impacts of this project.

bio
water
air

The agency must also analyze the project's impact on global warming including the contribution from both construction and operation of the pipeline. The project's greenhouse gas

GHG

Tucson • Phoenix • San Francisco • San Diego • Los Angeles • Joshua Tree • Silver City • Portland • Washington, DC

Lisa T. Belenky • Staff Attorney • 1095 Market St, Ste. 511 • San Francisco, CA 94103-1628
tel: (415) 436.9682 ext. 307 *fax:* (415) 436.9683 lbelenky@biologicaldiversity.org *www.BiologicalDiversity.org*

GHG, Safety

emissions should be calculated and off-set for both the construction phase and future operations. Because the proposed larger pipeline may encourage more consumption in the project area, those additional greenhouse gas impacts should also be calculated and avoided, or off set through mitigation measures. To the extent the larger pipeline may be growth inducing those impacts must also be thoroughly reviewed. Any increase fire risks or other catastrophic risks from the increased pipeline size and capacity must also be disclosed and evaluated.

Thank you for your consideration of these scoping comments. We look forward to reviewing the draft EIR/EIS for this project. **Please send all future notices, a copy of the draft EIR/EIS, and any other correspondence to my attention at Center for Biological Diversity, 1095 Market Street, Suite 511, San Francisco, CA 94103.**

Sincerely,

Lisa Belenky

Lisa Belenky

Vulcan
Materials Company

Western Division

RECEIVED
MAY 08 2008
LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

May 5, 2008

Ms. Carrie Hyke, AICP, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Dear Ms. Hyke:

My letter responds to the County's Notice of Preparation for the CalNev Pipeline Expansion Project dated March 17, 2008.

The attached maps, furnished by URS the County's consultant on this project, shows the alternative route for the proposed pipeline utilizing Institution Road, a private road owned by Vulcan.

Institution Road crosses the Cajon Creek floodway at grade. During storm events the road is subject to flooding and erosion.

In addition Institution Road crosses the Cajon Creek Conservation Area which is home to over 20 sensitive species including the listed San Bernardino Kangaroo Rat. Alteration of the Creek's hydrological regime, either during construction or later when the proposed pipeline is in operation could impact this area's sensitive habitat and resident sensitive and listed species. The proposed route if it occurs within Cajon Creek's active floodway also has this same potential.

bio

Placing a fuel transporting pipeline in an active stream channel also possess risks to the area's water supplies should a release occur. Downstream aqueducts of the Metropolitan Water District's and San Gabriel Valley Municipal Water District's and the well field of the Muscoy Mutual Water District's could be imperiled.

water

We ask that these impacts and risks be addressed by the forthcoming EIR/EIS.

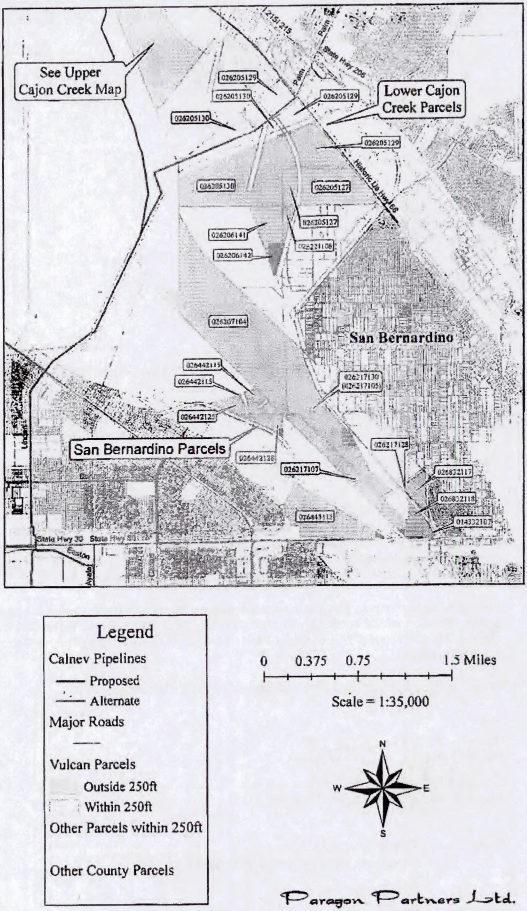
Sincerely,

Douglas W. Sprague

Douglas W. Sprague
Manager, Reclamation & Special Projects

Copy: Nancy Ferguson, USFWS
Berry Bierschbach, Muscoy Mutual Water District

Vulcan Properties - San Bernardino and Lower Cajon Creek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Palm
State Hwy 206
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See Upper Cajon Creek Map
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Lower Cajon Creek Parcels
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Historic Us Hwy 66
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Urbana
State Hwy 30
State Hwy 30
Easton
Ayala
Legend
Calnev Pipelines
Proposed
Alternate
Major Roads
Vulcan Parcels
Outside 250ft
Within 250ft
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Other County Parcels
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1.5 Miles
Scale = 1:35,000
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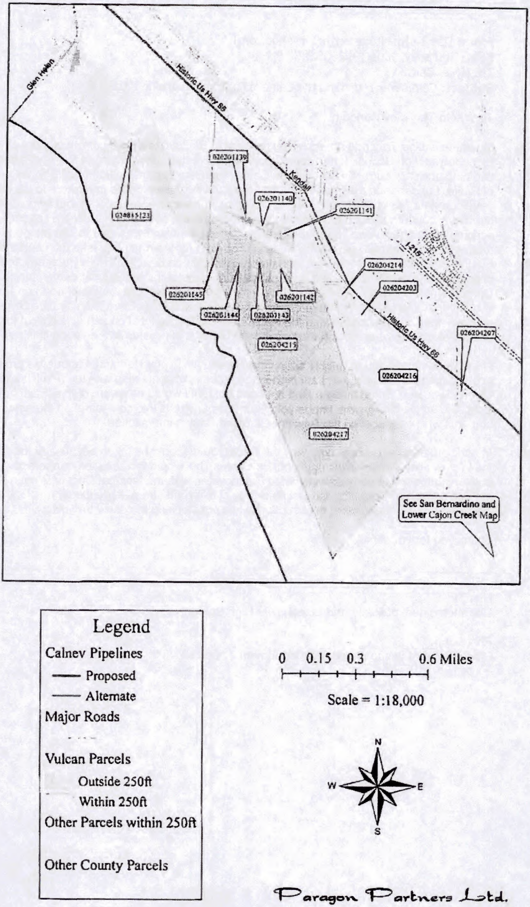
Paragon Partners Ltd.

Vulcan Properties - Upper Cajon Creek


Glen Helen
Historic Us Hwy 66
Kendall
I-215
Historic Us Hwy 66
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026204217
See San Bernardino and Lower Cajon Creek Map
Legend
Calnev Pipelines
Proposed
Alternate
Major Roads
Vulcan Parcels
Outside 250ft
Within 250ft
Other Parcels within 250ft
Other County Parcels
0
0.15
0.3
0.6 Miles
Scale = 1:18,000
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Paragon Partners Ltd.

From: Lisa Ta [mailto:asian_azil@yahoo.com]
Sent: Thursday, June 19, 2008 3:53 PM
To: Hyke, Carrie
Subject: Comments regarding the Calneve Pipeline Expansion Project

To Whom This May Concern:

Safety
altern.
Safety

My name is Lisa Ta, and I am a current resident in Rialto, and also a current student at the local Eisenhower High School. It has come to my attention, that Kinder Morgan Energy Partners are planning and now currently scoping the Calnev Pipleline Expansion Joint EIS/EIR. As a resident of Rialto, I understand the importance and need for this new pipeline in regards to the growth and development of the California High Desert region and the Las Vegas area, but I would still like to stress my concern about the saftey of the residents in the area of construction. I attended your scoping meeting on June 18, 2008 at Carter High School, and was able to see the possible routing and its alternatives. I highly suggest and urge for the routing to take the course of west on Foothill Blvd, north on Cedar Ave. and then west again on Baseline Rd. My reasons finding it important to take this alternative route is because of the fact that the local Elementary school, Dunn Elementary is only less than a block away from the possible routing of north on Cactus Ave, in addition to the fact that at the corner of Etiwanda and Cactus there is a day care center for children ages 3 and above. Also along the Cactus route is a local church. It is critical to take an alernative routing when considering the health hazards in regards to the young children.

I highly encourage you to thouroughly inform the public in plain language about this project, its goals, aims and possible dangers. I am in the process of contacting with the administration at Eisenhower High School, so that the staff and students would be aware of this. Eisenhower High School is only a block away, and I hope your company puts into consideration the amount of students who walk to school on the Baseline and Cactus intersection.

water
traffic

In addition, another reason as to why the Cedar route should be taken because of the fact that the West Valley Water District lies right on Cactus, this would increase the dangers of the pipeline contaminating the already contaminated Rialto water, with the fact that Cactus, a main road, in the intersection of Cactus and Baseline is only at two road street, while Cedar has four roads, this would ensure a better way of construction, while not blocking the usual traffic flow.

Thank you for your time,

Lisa Ta
Current resident of Rialto and Eisenhower High Student

Post Script:
Please forward this to the correct department if need be.

wynn LAS VEGAS

KEVIN J. TOUREK
senior vice president, general counsel
direct dial: (702) 770-2113
fax: (702) 770-1518
email: kevin.tourek@wynnlasvegas.com

May 16, 2008

VIA Registered Mail and E-Mail

Edytle Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, California 92311

Re: Calnev Pipeline, LLC; Expansion of Fuel Pipeline

Dear Ms. Seehefer:

On behalf of Wynn Las Vegas, LLC, I wanted to let you know that our company enthusiastically supports the proposed expansion of the Calnev pipeline system. The increased fuel capacity that will be provided by the expanded system is critical to the continued growth of Clark County, Nevada as well as the Las Vegas tourist industry.

As a member of the Clark County Blue Ribbon Commission to Improve the Reliability of Southern Nevada's Fuel Supply, it is clear to me that the expansion of the Calnev systems presents a valid long term solution to the fuel supply problem that Las Vegas will face during the next decade. The environmental impact of the expanded Calnev pipeline should be minimal as it will follow the path of the existing pipeline and will have the least environmental impact.] General

Accordingly, it is the view of Wynn Las Vegas that the proposed pipeline expansion is important to Southern Nevada and should be supported and encouraged.] General

Very truly yours,

Kevin Tourek

KT:cp

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

May 1, 2008 **Via E-mail and Mail**

Ms. Edythe Seehafer
Bureau of Land Management Barstow Field Office
2601 Barstow Road
Barstow, California 92311

Dear Ms. Seehafer:

Notice of Preparation of a Draft Environmental Impact Statement /
Draft Environmental Impact Report for the Calnev Pipeline Expansion Project

The Metropolitan Water District of Southern California (Metropolitan) received a copy of the Notice of Preparation of a Draft Environmental Impact Statement / Draft Environmental Impact Report for the Calnev Pipeline Expansion Project (Project). The Bureau of Land Management is the Lead Agency under the National Environmental Policy Act compliance (NEPA) and the County of San Bernardino is the lead agency for the California Environmental Quality Act compliance (CEQA). The Calnev system provides petroleum products delivery to the Las Vegas area through two existing pipelines from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The Project proposes to expand and reconstruct 233 miles of pipeline and would include construction, operation and maintenance of a new 16-inch diameter pipe, new pumps, modified connections to existing laterals, electrical substations, and other ancillary facilities. This letter contains Metropolitan's response to the Public Notice as a potentially-affected public agency.

Our review of the Notice indicates that Metropolitan's Rialto Feeder pipeline and facilities are located within the project area. The Rialto Feeder pipeline is a 120-inch steel pipeline that runs in a westerly to easterly direction along Pine and Institution roads in the city of San Bernardino, California. The proposed alignment, consisting of the Primary Route and Alternatives, will intersect the Rialto Feeder at Highway 215 between Palm Avenue and University Parkway. Metropolitan is concerned about the possible impact of the Project to the Rialto Feeder and to other Metropolitan facilities in the vicinity.

Metropolitan is concerned with potential impacts to these facilities associated with future excavation, construction, utilities or any development that may result from implementation of the proposed Project. Development associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to our facilities and properties at all times in order to repair and maintain our system.

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the Project where it could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans for the Project. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental and related documentation on this Project. If we can be of further assistance, please contact Ms. Brenda S. Marines at (213) 217-7902.

Very truly yours,

Delaine W. Shane

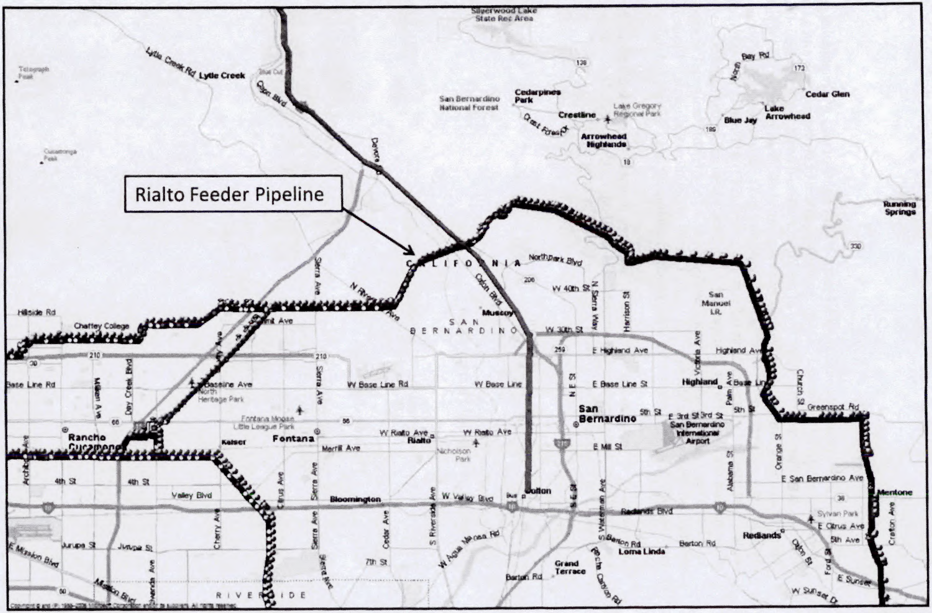
Delaine W. Shane
Manager, Environmental Planning Team

BSM/bsm
(Public Folders/EPU/Letters/29-MAR08A.doc – Edythe Seehafer, Calnev Pipeline Expansion)

Enclosures: Map
Planning Guidelines

cc: Ms. Carrie Hyke
AICP, Principal Planner
County of San Bernardino
Advance Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415-0182

The Metropolitan Water District of Southern California Facilities and the Calnev Pipeline Expansion project


Rialto Feeder Pipeline
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Telegraph Peak
Cajon Blvd
Cucamonga Peak
San Bernardino National Forest
Cedarpines Park
Crestline
Lake Gregory Regional Park
Arrowhead Highlands
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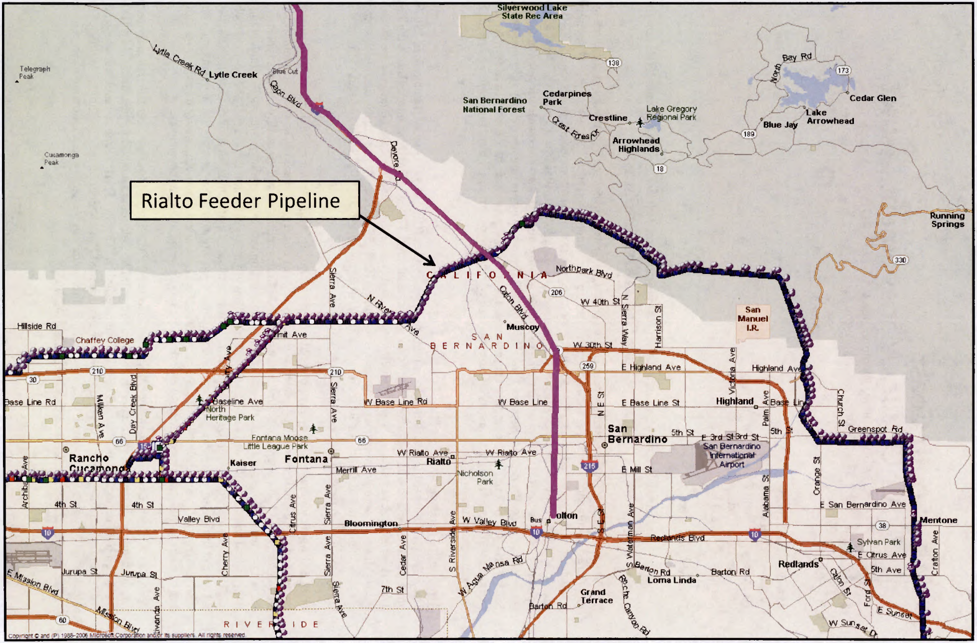
Metropolitan Water District of Southern California.

May 2008

The Metropolitan Water District of Southern California Facilities and the Calnev Pipeline Expansion project



Rialto Feeder Pipeline

Silverwood Lake State Rec Area
Telegraph Peak
Lytle Creek Rd
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Cajon Blvd
Cucamonga Peak
Devore Rd
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Ford St
E Sunset Dr
W Sunset Dr
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Metropolitan Water District of Southern California.

May 2008

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 · www.aqmd.gov

RECEIVED
PM 2:[illegible]
CALIF.

March 19, 2008

Ms. Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Dear Ms. Seehafer:

Notice of Preparation of a Draft Environmental Impact Report (Draft EIR) for the Calnev Pipeline Expansion Project

The South Coast Air Quality Management District (SCAQMD) appreciates the opportunity to comment on the above-mentioned document. The SCAQMD's comments are recommendations regarding the analysis of potential air quality impacts from the proposed project that should be included in the draft environmental impact report (EIR). Please send the SCAQMD a copy of the Draft EIR upon its completion. **In addition, please send with the draft EIR all appendices or technical documents related to the air quality analysis and electronic versions of all air quality modeling and health risk assessment files. Without all files and supporting air quality documentation, the SCAQMD will be unable to complete its review of the air quality analysis in a timely manner. Any delays in providing all supporting air quality documentation will require additional time for review beyond the end of the comment period.**

Air Quality

Air Quality

Air Quality Analysis

The SCAQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. The SCAQMD recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analysis. Copies of the Handbook are available from the SCAQMD's Subscription Services Department by calling (909) 396-3720. Alternatively, the lead agency may wish to consider using the California Air Resources Board (CARB) approved URBEMIS 2007 Model. This model is available on the SCAQMD Website at: www.urbemis.com.

The Lead Agency should identify any potential adverse air quality impacts that could occur from all phases of the project and all air pollutant sources related to the project. Air quality impacts from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, that is, sources that generate or attract vehicular trips should be included in the analysis.

Air Quality

The SCAQMD has developed a methodology for calculating PM2.5 emissions from construction and operational activities and processes. In connection with developing PM2.5 calculation methodologies, the SCAQMD has also developed both regional and localized significance thresholds. The SCAQMD requests that the lead agency quantify PM2.5 emissions and compare the results to the recommended PM2.5 significance thresholds. Guidance for calculating PM2.5 emissions and PM2.5 significance thresholds can be found at the following internet address: http://www.aqmd.gov/ceqa/handbook/PM2_5/PM2_5.html.

In addition to analyzing regional air quality impacts the SCAQMD recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LST's can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the proposed project, it is recommended that the lead agency perform a localized significance analysis by either using the LSTs developed by the SCAQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at http://www.aqmd.gov/ceqa/handbook/LST/LST.html.

It is recommended that lead agencies for projects generating or attracting vehicular trips, especially heavy-duty diesel-fueled vehicles, perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis") can be found on the SCAQMD's CEQA web pages at the following internet address: http://www.aqmd.gov/ceqa/handbook/mobile_toxic/mobile_toxic.html. An analysis of all toxic air contaminant impacts due to the decommissioning or use of equipment potentially generating such air pollutants should also be included.

air Quality

Mitigation Measures

In the event that the project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse air quality impacts. To assist the Lead Agency with identifying possible mitigation measures for the project, please refer to Chapter 11 of the SCAQMD CEQA Air Quality Handbook for sample air quality mitigation measures. Additional mitigation measures can be found on the SCAQMD's CEQA web pages at the following internet address: www.aqmd.gov/ceqa/handbook/mitigation/MM_intro.html Additionally, SCAQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook contain numerous measures for controlling construction-related emissions that should be considered for use as CEQA mitigation if not otherwise required. Other measures to reduce air quality impacts from land use projects can be found in the SCAQMD's Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning. This document can be found at the following internet address: http://www.aqmd.gov/prdas/aqguide/aqguide.html. In addition, guidance on sitting incompatible land uses can be found in the California Air Resources Board's Air Quality and Land Use Handbook: A Community Perspective, which can be found at the following internet address: http://www.arb.ca.gov/ch/handbook.pdf. Pursuant to state CEQA Guidelines §15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed.

Data Sources

SCAQMD rules and relevant air quality reports and data are available by calling the SCAQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the SCAQMD's World Wide Web Homepage (http://www.aqmd.gov).

The SCAQMD is willing to work with the Lead Agency to ensure that project-related emissions are accurately identified, categorized, and evaluated. Please call Charles Blankson, Ph.D., Air Quality Specialist, CEQA Section, at (909) 396-3304 if you have any questions regarding this letter.

Sincerely,

Steve Smith, Ph.D.
Program Supervisor, CEQA Section
Planning, Rule Development and Area Sources

SS:CB:AK
SBC080318-02AK
Control Number

NEVADA DEPARTMENT OF WILDLIFE
Southern Region
4747 W. Vegas Drive, Las Vegas, Nevada 89108
Phone: 702-486-5127, Fax: 702-486-5133

1 November 2007

GILA MONSTER STATUS, IDENTIFICATION AND REPORTING PROTOCOL FOR OBSERVATIONS

Gila Monster Status

- Per Nevada Administrative Code 503.080, the Gila monster (*Heloderma suspectum*) is classified as a Protected reptile.
- Per Nevada Administrative Codes 503.090, and 503.093, no person shall capture, kill, or possess any part thereof of Protected wildlife without the prior written permission by the Nevada Department of Wildlife (NDOW).

Biological Resources

This species is rarely observed relative to other species which is the primary reason for its Protected classification by the State of Nevada. The USDI Bureau of Land Management has recognized this lizard as a sensitive species since 1978. Most recently, the Gila monster was designated as an *Evaluation* species under Clark County's Multiple Species Habitat Conservation Plan (MSHCP). The evaluation designation was warranted because inadequate information exists to determine if mitigation facilitated by the MSHCP would demonstrably cover conservation actions necessary to insure the species' persistence without protective intervention as provided under the federal Endangered Species Act.

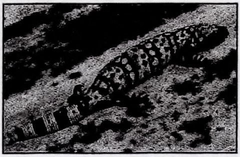
The banded Gila monster (*H.s. cinctum*) is the subspecies that occurs in Clark, Lincoln, and Nye counties of Nevada. Found mainly below 5,000 feet elevation, its geographic range approximates that of the desert tortoise (*Gopherus agasizii*) and is coincident to the Colorado River drainage. Gila monster habitat requirements center on desert wash, spring and riparian habitats that inter-digitate primarily with complex rocky landscapes of upland desert scrub. They will use and are occasionally encountered out in gentler terrain of alluvial fans (bajadas). Hence, Gila monster habitat bridges and overlaps that of both the desert tortoise and chuckwalla (*Sauromalus ater*). Gila monsters are secretive and difficult to locate, spending >95% of their lives underground.

The Gila monster is the only venomous lizard endemic to the United States. Its behavioral disposition is somewhat docile and avoids confrontation. But it will readily defend itself if threatened. Most bites are considered illegitimate and consequential to harassment or careless handling. These lizards are not dangerous unless molested or handled and should not be killed.

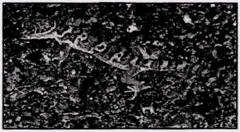
Scant information exists on detailed distribution and relative abundance in Nevada. The Nevada Department of Wildlife (NDOW) has ongoing management investigations addressing the Gila monster's status and distribution, hence additional distribution, habitat, and biological information is of utmost interest. In assistance to gathering additional information about Gila monsters in Nevada, NDOW will be notified whenever a Gila monster is encountered or observed, and under what circumstances (see Reporting Protocol below).

Reporting Protocol

Identification



The Gila monster is recognizable by its striking black and orange-pink coloration and bumpy, or beaded, skin. In keeping with its namesake, the banded Gila monster retains a black chain-link, banded appearance into adulthood. Other lizard species are often mistaken for the Gila monster. Of these, the non-venomous western banded gecko (*Coleonyx variegatus*) and non-venomous chuckwalla are most frequently confused with the Gila monster. All three species share the same habitats.



The western banded gecko is often mistakenly identified as a baby or juvenile Gila monster. Western banded geckos do have a finely granular skin and pattern that can be suggestive of the Gila monster to the untrained eye. However, western banded gecko heads are somewhat pointed at the snout and the relatively large eyes have vertical pupils. Snouts of Gila monsters are bluntly rounded and the smallish eyes have round pupils. Newly hatched Gila monsters are about 5-6 inches long with a vivid orange and black, banded pattern. Adult western banded geckos are at best cream to yellow and brown in pattern and do not exceed 5 inches.

Both juvenile and adult chuckwallas are commonly confused with the Gila monster. Juvenile chuckwallas have an orange and black, banded tail. Although banding of the tail fades as chuckwallas mature, their large adult size (up to 17 inches) rivals that of the Gila monster. Adult chuckwallas have a body shape somewhat suggestive of the Gila monster, but they lack the coarsely beaded skin and black and orange body pattern of the Gila monster.

Reporting Protocol for Gila Monster Observations

Field workers and personnel in southern Nevada should at least know how to: (1) identify Gila monsters and be able to distinguish it from other lizards such as chuckwallas and western banded geckos (see Identification section above); (2) report any observations of Gila monsters to the Nevada Department of Wildlife (NDOW); (3) be alerted to the consequences of a Gila monster bite resulting from carelessness or unnecessary harassment; and (4) be aware of protective measures provided under state law.

Reporting Protocol

1) Live Gila monsters found in harms way on the construction site will be captured and then

detained in a cool, shaded environment (≤85°F) by the project biologist or equivalent personnel until a NDOW biologist can arrive for documentation, marking and obtaining biological measurements and samples prior to releasing. Despite that a Gila monster is venomous and can deliver a serious bite, its relatively slow gate allows for it to be easily coaxed or lifted into an open bucket or box carefully using a long handled instrument such as a shovel or snake hook (*Note: it is not the intent of NDOW to request unreasonable action to facilitate captures; additional coordination with NDOW will clarify logistical points*). A clean 5-gallon plastic bucket w/ a secure, vented lid; an 18"x 18"x 4" plastic sweater box w/ a secure, vented lid; or, a tape-sealed cardboard box of similar dimension may be used for safe containment. Additionally, written information identifying the mapped capture location, Global Positioning System (GPS) coordinates in Universal Transverse Mercator (UTM) using the North American Datum (NAD) 83 zone 11. Date, time, and circumstances (e.g. biological survey or construction) and habitat description (vegetation, slope, aspect, substrate) will also be provided to NDOW.

2) Injuries to Gila monsters may occur during excavation, blasting, road grading, or other construction activities. In the event a Gila monster is injured, it should be transferred to a veterinarian proficient in reptile medicine for evaluation of appropriate treatment. Rehabilitation or euthanasia expenses will not be covered by NDOW. However, NDOW will be immediately notified of any injury to a Gila monster and which veterinarian is providing care for the animal. If an animal is killed or found dead, the carcass will be immediately frozen and transferred to NDOW with a complete written description of the discovery and circumstances, date, time, habitat, and mapped location (GPS coordinates in UTM using NAD 83 Z 11).

Biologic
Resource
P. Activitie

3) Should NDOW's assistance be delayed, biological or equivalent acting personnel on site should detain the Gila monster out of harms way until NDOW personnel can respond. **The Gila monster should be detained until NDOW biologists have responded.** Should NDOW not be immediately available to respond for photo-documentation, a digital (5 mega-pixle or higher) or 35mm camera will be used to take good quality images of the Gila monster in situ at the location of live encounter or dead salvage. The pictures will be provided to NDOW at the address above or the email address below along with specific location information including GPS coordinates in UTM using NAD 83 Z 11, date, time and habitat description. Pictures will show the following information: (1) Encounter location (landscape with Gila monster in clear view); (2) a clear overhead shot of the entire body with a ruler next to it for scale (Gila monster should fill camera's field of view and be in sharp focus); (3) a clear, overhead close-up of the head (head should fill camera's field of view and be in sharp focus).

Please contact NDOW Biologist Polly Conrad at (702) 486-5127 x3718
or by e-mail at pconrad@ndow.org for additional information regarding these protocols.

United States Department of the Interior

NATIONAL PARK SERVICE
Mojave National Preserve
2701 Barstow Road
Barstow, California 92311

RECEIVED
08 MAY 21 AM 11:09
BARSTOW, CALIFORNIA

IN REPLY REFER TO:

L7619

MAY 19 2008

Memorandum

To: Bureau of Land Management, Barstow Field Office
ATTENTION: Edythe Seehafer, Environmental Coordinator

From: Superintendent, Mojave National Preserve Lawrence J. Whalon
acting

Subject: Calnev Pipeline Expansion Project

We are in receipt of a Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report for the Calnev Pipeline Expansion Project (dated March 17, 2008). My staff met with representatives of Kinder Morgan and URS Corporation at the Bureau of Land Management, Barstow Field Office in August 2006, and again at Mojave National Preserve offices in January 2008. In both meetings, we discussed the existing right-of-way for the Calnev Pipeline and the proposed expansion.

The National Park Service does not have a legal instrument to allow Kinder Morgan to install an additional pipeline within its existing right-of-way. The California Desert Protection Act of 1994 (PL 103-433) that established Mojave National Preserve does not specifically mention the Calnev Pipeline or Kinder Morgan. Moreover, the National Park Service does not have the authority to issue new rights-of-way for underground petroleum pipelines. The Code of Federal Regulations, Title 36, Part 14 - which addresses rights-of-way in the National Park Service - describes the agency's rights-of-way authorities strictly for power transmission lines, radio and television sites, and telephone and telegraph lines. Land Use

In the draft Environmental Impact Statement and draft Environmental Impact Report, any alternative that proposes the installation of additional pipeline in Mojave National Preserve must address this issue. Without the authority to issue a new right-of-way for petroleum pipelines, the National Park Service cannot consider this a viable option. Alternat Land Use

If you have any questions, please contact Ms. Anne Kearns at anne kearns@nps.gov or (760) 252-6144.

State Water Resources Control Board

Division of Water Quality
1001 I Street • Sacramento, California 95814 • (916) 341-5455
Mailing Address: P.O. Box 100 • Sacramento, California • 95812-0100
FAX (916) 341-5463 • http://www.waterboards.ca.gov

Linda S. Adams
Secretary for Environmental Protection

Arnold Schwarzer
Governor

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CALIFORNIA

May 16, 2008

Ms. Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Dear Ms. Seehafer:

RESPONSE TO NOTICE OF PREPARATION CALNEV PIPELINE EXPANSION PROJECT

Thank you for the opportunity to comment on San Bernadino County's March 2008 Notice of Preparation for the CalNev Pipeline Expansion Project (Project). The Project involves the expansion and reconstruction of 233 miles of pipeline in California and Nevada that transports jet fuel from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The Project would include construction, operation, and maintenance of a new 16-inch diameter pipeline from Colton to Las Vegas; new pumps (an electrical substation and other ancillary facilities to increase pumping at Colton); a new pump station (electrical substation and ancillary facilities at Baker, California); as well as new or modified connections to existing laterals. CalNev Pipeline, as operating partner with Kinder Morgan Energy Partners, has applied for a right-of-way on lands managed by the Bureau of Land Management, the U.S. Forest Service, and the Department of Defense; county franchise agreements and Conditional Use Permits; and appropriate permits from state, federal, and local jurisdictions.

Our comments are submitted in compliance with California Environmental Quality Act (CEQA) Guidelines §15096, which requires CEQA responsible agencies to specify the scope and content of the environmental information germane to their statutory responsibilities and lead agencies to include that information in their Environmental Impact Report for the Project. The State Water Resources Control Board (State Water Board) and the Regional Water Quality Control Boards (Regional Water Boards) regulate discharges which could affect the quality of waters of the state in order to protect the chemical, physical, biological, bacteriological, radiological, and other properties and characteristics of water which affects its use. A number of activities associated with the Project may require permits issued by the State or Regional Water Boards.

Because the Project will involve both the Lahontan Water Board and the Santa Ana Water Board, the State Water Board will take the lead regulatory role for the Clean Water Act (CWA) §401 water quality certification, in consultation with the affected Regional Water Boards. Our comments focus primarily on discharges regulated under our CWA §401 and storm water programs.

Water Quality
-> Interage

The State Water Board staff have concerns regarding the proximity of the proposed CalNev Pipeline to the former Goodrich and Emhart (Black & Decker)/Pyro Spectaculars property in Rialto. It is our understanding that the construction activities relating to the proposed CalNev Pipeline may impede access to existing groundwater monitoring wells in the vicinity of the property that is commonly referred to as the 160-acre parcel in North Rialto. In addition, there are municipal wells and monitoring wells that are located down gradient of the 160-acre parcel, some of which may also be near the proposed CalNev Pipeline.

Land Use

State Water Board staff encourages the use of clear span bridges, open bottom arches, etc. to support the pipeline where it crosses numerous washes, arroyos, and streams. The Project should be constructed of properly engineered materials with a system for detecting liquid and/or gas leaks and automatically shutting off the source of the liquid and/or gas leak.

P. Desc
Design
Measure

The environmental document should address all site-specific and cumulative impacts to water quality and other aspects of the environment from the construction, operation, and long-term maintenance of the new pipeline. The Project design should prevent and, where not possible to prevent, at least minimize, or compensate for adverse impacts to water quality. State Water Board staff encourage enhancement of the potential positive environmental Project benefits by utilizing approved stormwater best of management practices, developing a comprehensive mitigation plan including biological monitoring, and providing erosion control training and other environmental capacity development for construction and maintenance staff.

Water Quality
-> Impacts

Water Quality
-> Storm water

If you have any questions or comments, please contact staff member Darren Bradford at (916) 341-5558, or at dbradford@waterboards.ca.gov.

Sincerely,

E L Haven

Elizabeth L. Haven
Assistant Deputy Director
Division of Water Quality

cc: Mr. Gerard J. Thibeault, Executive Officer
Santa Ana Regional Water Quality Control Board
3737 Main Street, Suite 500
Riverside, CA 92501-3348

Mr. Harold J. Singer, Executive Officer
Lahontan Regional Water Quality Control Board
Victorville Office
14440 Civic Drive, Suite 200
Victorville, CA 92392

California Regional Water Quality Control Board
Lahontan Region

Linda S. Adams
Secretary for Environmental Protection

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
http://www.waterboards.ca.gov/lahontan

Arnold Schwarzenegger
Governor

April 16, 2008

File: Environmental Doc Review

RECEIVED
08 APR 17 PM 2:

Edythe Seehafer, Environmental Coordinator
San Bernardino County Land Use Services Department
2601 Barstow Road
Barstow, CA 92311
Fax (760) 252-6099

COMMENTS ON THE NOTICE OF PREPARATION FOR THE CALIFORNIA-NEVADA PIPELINE EXPANSION PROJECT TO EXPAND AND RECONSTRUCT 233 MILES OF 16" PIPELINE FROM NORTH COLTON TERMINAL IN CALIFORNIA TO BRACKEN JUNCTION IN LAS VEGAS NEVADA. THE PROJECTED INCREASE IN COMMERCIAL AIR TRAFFIC IN MCCARRAN AIRPORT IN LAS VEGAS WILL REQUIRE INCREASE IN JET FUEL SUPPLIES OVER THE NEXT 20 YEARS. THE PROPOSED PROJECT WILL EXPAND THE EXISTING PIPELINE TO MEET THE INCREASE IN DEMAND

Please refer to the items checked for staff comments on the above-referenced project:

[X] The site plan for this project does not specifically identify features for the post-construction period that will control stormwater on-site or prevent pollutants from non-point sources from entering and degrading surface or ground waters. The foremost method of reducing impacts to watersheds is "Low Impact Development" (LID), the goals of which are maintaining a landscape functionally equivalent to predevelopment hydrologic conditions and minimal generation of nonpoint source pollutants. LID results in less surface runoff and potentially less impacts to receiving waters. Principles of LID include:

- Maintaining natural drainage paths and landscape features to slow and filter runoff and maximize groundwater recharge,
- Reducing the impervious cover created by development and the associated transportation network, and
- Managing runoff as close to the source as possible.

We understand that LID development practices that would maintain aquatic values could also reduce local infrastructure requirements and maintenance costs, and could benefit air quality, open space, and habitat. Planning tools to implement the above principles and manuals are available to provide specific guidance regarding LID.

We request you require these principles to be incorporated into the proposed project design. We request natural drainage patterns be maintained to the extent feasible. Future development plans should consider the following items:

Water Quality

[X] The project requires development of a Stormwater Pollution Prevention Plan and
☒ a NPDES General Construction Stormwater Permit and/or
☒ a NPDES General Industrial Stormwater Permit

Water Quality

These permits are accessible on the State Board's Homepage (www.waterboards.ca.gov). Best Management Practices must be used to mitigate project impacts. The environmental document must describe the mitigation measures or Best Management Practices.

[X] The project may require a Federal Clean Water Act Section 401 Water Quality Certification from the Regional Board. Application forms can be found at our web site (http://www.waterboards.ca.gov/lahontan/).

Regulatory + Water Q

[X] The proposal does not provide specific information on how surface Waters of the State and/or Waters of the U.S. will be impacted. These surface waters include, but are not limited to, drainages, streams, washes, ponds, pools or wetlands. Waters of the State or Waters of the U.S. may be permanent or intermittent. Waters of the State may include waters determined to be isolated or otherwise non-jurisdictional by the Army Corps of Engineers. The Environmental Documents need to quantify these impacts. Discuss surface water disturbance and provide alternatives (avoidance, minimize disturbances and mitigation). Mitigation must be identified in the environmental documents including timing of construction.

Mitigation must replace functions and values of wetlands lost. For more information see the Lahontan Region Basin Plan http://www.waterboards.ca.gov/lahontan/BPlan/BPlan_Index.htm.

Water Quality

[X] Other

- Please include both pre-construction and post construction stormwater management and best management practices (BMP) in the environmental documents.

P. Description

- If the proposed project crosses areas that contain drainages, wetlands, Waters of the State, Waters of the U.S. or blue-line stream, we request that measures be incorporated into the project to avoid these areas and provide buffer zones where possible. If the proposed project impacts such areas please inform project proponent to consult with Army Corps of Engineers, Department of Fish and Game, and the Water Board prior to commencing the project.

P. Descrip

- Please map and delineate any wetlands and other surface Waters of the State and Waters of the U.S. (see above for definitions of surface Waters of the State and Waters of the U.S.).

Hydrology

- Please consider development features that span the drainage channels or allow for broad crossings. Design features of future development should be incorporated to ensure that runoff is not concentrated by the proposed project, thereby causing downstream erosion.

P. Description

If you have any questions, please contact me at (760) 241-7376, or e-mail me at mhakakian@waterboards.ca.gov

Sincerely,

Mack Hakakian

Mack Hakakian, PG
Engineering Geologist

MH/rc/CEQA comments/California-Nevada Pipeline Expansion Project

California Regional Water Quality Control Board
Lahontan Region

Linda S. Adams
Secretary for Environmental Protection

Victorville Office
14440 Civic Drive, Suite 200, Victorville, California 92392
(760) 241-6583 • Fax (760) 241-7308
http://www.waterboards.ca.gov/lahontan

Arnold Schwarzenegger
Governor

FAX TRANSMITTAL PAGE

TO: Edythe Seehafer

DATE: April 16, 2008

ORGANIZATION: County of San Bernardino Land Use Services

PHONE NO: ____________

FAX NO: (760) 252-6099

FROM: Mack Hakakian

PHONE NO :(760) 241-7376 direct

SUBJECT:
COMMENTS ON THE NOTICE OF PREPARATION FOR THE CALIFORNIA-NEVADA PIPELINE EXPANSION PROJECT TO EXPAND AND RECONSTRUCT 233 MILES OF 16" PIPELINE FROM NORTH COLTON TERMINAL IN CALIFORNIA TO BRACKEN JUNCTION IN LAS VEGAS NEVADA. THE PROJECTED INCREASE IN COMMERCIAL AIR TRAFFIC IN MCCARRAN AIRPORT IN LAS VEGAS WILL REQUIRE INCREASE IN JET FUEL SUPPLIES OVER THE NEXT 20 YEARS. THE PROPOSED PROJECT WILL EXPAND THE EXISTING PIPELINE TO MEET THE INCREASE IN DEMAND

No. of pages, including cover sheet: 4

____ PER YOUR REQUEST
____ FILE
_X_ ORIGINAL TO FOLLOW
____ REGARDING PHONE CONVERSATION

____ INFORMATION
____ RETURN COMMENTS
____ SIGNATURE

COMMENTS:

rp: Forms/ FAX FRM

CITY OF SAN BERNARDINO MUNICIPAL WATER DEPARTMENT

BOARD OF WATER COMMISSIONERS

TONI CALLICOTT
President

Commissioners
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JUDITH W. BATTEY
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Deputy General Manager
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Director, Water Utility
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Director, Water Reclamation
DON SHACKELFORD
Director, Finance
VALERIE HOUSEL
Director, Environmental &
Regulatory Compliance

"Trusted, Quality Service since 1905"

FAX COVER SHEET – WATER UTILITY

ADMINISTRATION/ENGINEERING FAX (909) 384-5532

DATE: 5-15-08 FROM: TED BRUNSON

THERE ARE 2 PAGE(S) INCLUDING THIS COVER SHEET

FAX TO (COMPANY): BLM Barstow Field Office
ATTENTION: Edythe Seehafer
FAX NUMBER: (760) 252-6099

MESSAGE: Attached are the requested Standard Requirements for the CalNev Pipeline Project.

I attempted to email a pdf to eseehafer@ca.blm.gov and the message came back undeliverable due to permission restraints from the recipient.

PLEASE CALL (909) 384-5391 FOR PAGES NOT RECEIVED OR NOT READABLE

300 North "D" Street, San Bernardino, California 92418 P.O. Box 710, 92402 Phone: (909) 384-5141
FACSIMILE NUMBERS: Administration: (909) 384-5215 Engineering: (909) 384-5532 Customer Service: (909) 384-7211
Corporate Yards: (909) 384-5260 Water Reclamation Plant: (909) 384-5258

SAN BERNARDINO MUNICIPAL WATER DEPARTMENT

STANDARD REQUIREMENTS

DRC/ERC Case: CALNEV PIPELINE EXPANSION PROJECT

APN NUMBER:
EPN NUMBER: -
DATE COMPILED: 5/12/2008
REVIEW OF PLANS:
COMPILED BY: Brunson, Ted
OWNER: Kinder Morgan Energy Partners
DEVELOPER: Calnev Pipe Line, LLC
TYPE OF PROJECT: Construction, operation, and maintenance of a new 16" diameter pipeline, two pump stations, electrical substation and other ancillary facilities to increase pumping at Colton.
NUMBER OF UNITS: 0
LOCATION: North Colton terminal in Colton, CA to Bracken Junction - Las Vegas, NV

WATER DEPARTMENT ENGINEERING:

CONTACT: Brunson, Ted
PHONE NUMBER: (909) 384-5931
FAX NUMBER: (909) 384-5532

Note: All Water Services are Subject to the Rules .Regulations of the Water Department

☑ Size of Main Adjacent the Project Multiple in possible proximity to proposed 16" petroleum pipeline P. Desc
☐ Approximate Water Pressure Elevation of Water Storage: 1916 Hydrant Flow @ 20psi:
☐ Type, Size, Location and Distance to Nearest Fire Hydrant
☐ Water Supply Study Required
☐ Pressure Regulator Required on Customer Side of the Meter
☐ Offsite Water Facilities Required
☐ Water Main Reimbursement Due
☐ Area Not Served by San Bernardino Municipal Water Department
☐ Network Hydraulic Analysis Required per Uniform Design Standards

Comments: * - THE SBMWD WOULD LIKE TO REQUEST A MORE DETAILED VICINITY MAP THROUGH THE CITY OF SAN BERNARDINO.] P. Desc. Map

* - THE PROPOSED 16" PETROLEUM PIPELINE LOCATION MUST CONFORM WITH CURRENT CALIFORNIA DEPARTMENT OF HEALTH SERVICES REQUIREMENTS WITH RESPECT TO PROXIMITY OF PUBLIC POTABLE WATER SYSTEM INFRASTRUCTURE.] Water Q Health

* - A MEETING BETWEEN THE SBMWD AND THE DEVELOPER MAY BE REQUIRED TO DISCUSS ALL POTENTIAL CONFLICTS / CONCERNS.] Public Information

WATER QUALITY CONTROL

CONTACT: Arrieta, Con
PHONE NUMBER: (909) 384-5326
FAX NUMBER: (909) 384-5928

☑ R.P.P. Backflow Device Required at Service Connection for Domestic Service
☑ Double Check Backflow Device Required at Service Connection for Fire and Irrigation
☑ Backflow Device to be Inspected before Water Service can be Activated
☐ No Backflow Device is required at this time

] P. Desc

SEWER CAPACITY INFORMATION

CONTACT:
PHONE NUMBER:
FAX NUMBER:

Note: Proof of Payment Must be Submitted to the Building .Safety Department Prior to Issuance of the Building Permit

☐ Sewer Capacity Fee Applicable at this time
☐ Sewer Capacity Fee must be paid to the Water Department for 0 Gallons Per Day: Equivalent Dwelling Units: 0
☐ Subject to Recalculation of Fee prior to the Issuance of Building Permit
☐ Breakdown Of Estimated Gallons Per Day

COPY TO: Customer; Planning; Engineering

Cultural Resources.

JIM GIBBONS
Governor

STATE OF NEVADA

ANDREW K. CLINGER
Director

DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200
Carson City, Nevada 89701-4298
(775) 684-0222
Fax (775) 684-0260
http://www.budget.state.nv.us/

RECEIVED
08 APR 21 AM 8:10
BARSTOW, CALIF.

April 14, 2008

Edythe Seehafer
US Department of the Interior
Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Re: SAI NV # **E2008-405** Reference:

Project: **233 mile Calnev pipeline expansion project, Clark County**

Dear Edythe Seehafer:

Enclosed are comments from the agencies listed below regarding the above referenced document. Please address these comments or concerns in your final decision.

State Historic Preservation Office

This constitutes the State Clearinghouse review of this proposal as per Executive Order 12372. If you have questions, please contact me at (775) 684-0209.

Sincerely,

Krista Coulter
Nevada State Clearinghouse

4/8

Rebecca Palmer

From: Nevada State Clearinghouse [Clearinghouse@budget.state.nv.us]
Sent: Tuesday, March 25, 2008 12:14 PM
To: Rebecca Palmer
Subject: E2008-405 233 mile Calnev pipeline expansion project, Clark County - Bureau of Land Management

<http://budget.state.nv.us/images/state_seal.jpg> NEVADA STATE CLEARINGHOUSE
Department of Administration, Budget and Planning Division
209 East Musser Street, Room 200, Carson City, Nevada 89701-4298
(775) 684-0209 Fax (775) 684-0260

TRANSMISSION DATE: 3/25/2008

State Historic Preservation Office

Nevada SAI # E2008-405

Project: 233 mile Calnev pipeline expansion project, Clark County

Follow the link below to download an Adobe PDF document concerning the above-mentioned project
for your review and comment.
E2008-405 <http://budget.state.nv.us/clearinghouse/Notice/2008/E2008-405.pdf>

Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local
areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than Friday, April 11, 2008.

Use the space below for short comments. If significant comments are provided, please use agency letterhead and include
the Nevada SAI number and comment due date for our reference.
Questions? Krista Coulter, (775) 684-0209 or clearinghouse@state.nv.us
<mailto:clearinghouse@budget.state.nv.us>

The comment date listed in the document (5/17) is incorrect. Please reply by 4/11/08

Cultural Resourc
P. Descriptio
(MAP)

____No comment on this project ____Proposal supported as written

AGENCY COMMENTS:
In order to comment on this project, the SHPO requires a legible map of the proposed project in Nevada,

Signature: Rebecca Palmer

Date: 4/9/08

Distribution: Sandy Quilici, Department of Conservation & Natural Resources Stephanie Martensen, Division of Emergency Management Chad Hastings, Fire Marshal Florence Dosh, Hawthorne Army Depot Kirk Bausman, Hawthorne Army Depot Zip Upham, NAS Fallon Ed Rybold, NAS Fallon Jerry Sandstrom, Commission on Economic Development Sandi Gotta, Division of Conservation Districts John Walker, Nevada Division of Environmental Protection Pete Anderson, Division of Forestry Mike Dondero, Division of Forestry Rich Harvey, Division of Forestry Catherine Cuccaro, Department of Transportation Anthony Grossman, Department of Wildlife, Director's Office D. Bradford Hardenbrook, Department of Wildlife, Las Vegas

Water Quality

RECEIVED

08 APR 21 PM 1:25

CALIFORNIA

JIM GIBBONS
Governor

STATE OF NEVADA

ANDREW K. CLINGER
Director

DEPARTMENT OF ADMINISTRATION

209 E. Musser Street, Room 200
Carson City, Nevada 89701-4298
(775) 684-0222
Fax (775) 684-0260
http://www.budget.state.nv.us/

April 16, 2008

Edythe Seehafer
Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Re: SAI NV # **E2008-405** Reference:

Project: **233 mile Calnev pipeline expansion project, Clark County**

Dear Edythe Seehafer:

Enclosed are additonal comments from the following agencies regarding the above referenced document:

Division of Water Resources

These comments were received after our previous letter to you. Please incorporate these comments into your decision making process. If you have questions, please contact me at (775) 684-0209.

Sincerely,

Krista Coulter

Krista Coulter
Nevada State Clearinghouse

Enclosure

Nevada State Clearinghouse

From: Sue Gilbert
Sent: Friday, April 11, 2008 4:52 PM
To: 'clearinghouse@budget.state.nv.us.'
Subject: FW: RESPONSE: E2008-405 233 mile Calnev pipeline expansion project, Clark County - Bureau of Land Management

---

From: Mark Sivazlian
Sent: Friday, April 11, 2008 4:44 PM
To: Sue Gilbert
Subject: RESPONSE: E2008-405 233 mile Calnev pipeline expansion project, Clark County - Bureau of Land Management

---

From: Nevada State Clearinghouse
Sent: Tuesday, March 25, 2008 12:14 PM
To: Robert K. Martinez
Subject: E2008-405 233 mile Calnev pipeline expansion project, Clark County - Bureau of Land Management

NEVADA STATE CLEARINGHOUSE
Department of Administration, Budget and Planning Division
209 East Musser Street, Room 200, Carson City, Nevada 89701-4298
(775) 684-0209 Fax (775) 684-0260

TRANSMISSION DATE: 3/25/2008

Division of Water Resources

Nevada SAI # E2008-405

Project: 233 mile Calnev pipeline expansion project, Clark County

Follow the link below to download an Adobe PDF document concerning the above-mentioned project for your review and comment.
E2008-405

Please evaluate it with respect to its effect on your plans and programs; the importance of its contribution to state and/or local

areawide goals and objectives; and its accord with any applicable laws, orders or regulations with which you are familiar.

Please submit your comments no later than Friday, April 11, 2008.

Use the space below for short comments. If significant comments are provided, please use agency

letterhead and include
the Nevada SAI number and comment due date for our reference.
Questions? Krista Coulter, (775) 684-0209 or clearinghouse@state.nv.us

The comment date listed in the document (5/17) is incorrect. Please reply by 4/11/08.

____No comment on this project _X__Proposal supported as written

AGENCY COMMENTS:

Any water used on the described lands shall be provided by an established utility or under permit issued by the State Engineer's Office. All waters of the State belong to the public and may be appropriated for beneficial use pursuant to the provisions of Chapters 533 and 534 of the Nevada Revised Statutes (NRS), and not otherwise.

water Quality

Water used in construction applications are not exempt from seeking the appropriate waivers or permits from the Nevada State Engineer, even if that use is temporary in nature. If there are questions concerning the use of water on this project please contact this office.

water Quality

Respectfully Submitted,

Signature: Mark Sivazlian

Date: 4/11/2008

Distribution: Sandy Quilici, Department of Conservation & Natural Resources
Stephanie Martensen, Division of Emergency Management
Chad Hastings, Fire Marshal
Florence Dosh, Hawthorne Army Depot
Kirk Bausman, Hawthorne Army Depot
Zip Upham, NAS Fallon
Ed Rybold, NAS Fallon
Jerry Sandstrom, Commission on Economic Development
Sandi Gotta, Division of Conservation Districts
John Walker, Nevada Division of Environmental Protection
Pete Anderson, Division of Forestry
Mike Dondero, Division of Forestry
Rich Harvey, Division of Forestry
Catherine Cuccaro, Department of Transportation
Anthony Grossman, Department of Wildlife, Director's Office
D. Bradford Hardenbrook, Department of Wildlife, Las Vegas
Robert Martinez, Division of Water Resources
James D. Morefield, Natural Heritage Program
Linda Cohn, National Nuclear Security Administration
National Nuclear Security Administration
Joseph C. Strolin, Agency for Nuclear Projects

Steve Weaver, Division of State Parks
Joann Schoch, Congressman Porter
Mark Harris, PE, Public Utilities Commission
Pete Konesky, State Energy Office
Hatice Gecol, State Energy Office
Rebecca Palmer, State Historic Preservation Office
Bruce Gustafson, Nevada Department of Taxation, Local Government, Centrally Assessed Property
Terry Rubald, Nevada Department of Taxation, Local Government, Centrally Assessed Property
John Muntean, UNR Bureau of Mines
Jon Price, UNR Bureau of Mines
Krista Coulter, zzClearinghouse
Reese Tietje, zzClearinghouse -Reese
Maud Naroll, zzClearinghouse-Maud

STATE OF NEVADA

DEPARTMENT OF WILDLIFE

1100 Valley Road
Reno, Nevada 89512
(775) 688-1500 • Fax (775) 688-1595

JIM GIBBONS
Governor

KENNETH E. MAYER
Director

DOUG HUNT
Deputy Director

SOUTHERN REGION
4747 Vegas Drive
Las Vegas, Nevada 89108
(702) 486-5127 · Fax (702) 486-5133

May 15, 2008

NDOW-SR# 08-268
SAI# E2008-405

Ms. Edythe Seehafer, Environmental Coordinator
Bureau of Land Management
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Re: EIS/EIR Process Notice – Calnev Pipeline Expansion Project

Dear Ms. Seehafer

Thank for the opportunity to provide comment. The Nevada Department of Wildlife (Department) understands that expansion and reconstruction of a petroleum products pipeline is proposed to connect the North Colton terminal in Colton, California with Bracken Junction in Las Vegas, Nevada. The 233-mile pipeline project is to meet anticipated jet fuel demand over the next 20 years. In the letter from San Bernardino County dated last March 17th, the Nevada portion of the proposed alignment would seem mostly coincident to the existing ROW adjacent I-15. A deviation to the east from the existing alignment is indicated as the proposed pipeline enters southernmost Las Vegas Valley.

In view of the EIS/EIR level for environmental analysis, wildlife quickly coming to mind and potentially affected by the proposed project include the desert bighorn sheep (*Ovis canadensis nelsoni*), desert tortoise (*Gopherus agassizii*), banded Gila monster (*Heloderma suspectum cinctum*), and burrowing owl (*Athene cunicularia*). All four are Nevada BLM special status or sensitive species and receive some level of protection by the State of Nevada. The species might be affected in indirect and/or cumulative contexts consequential to the subject project and other development activities in the project area and/or anticipated zone of influence. The latter three have the greatest potential for exposure to direct effects from the proposed project. Protocols for chance encounters with the Gila monster are enclosed and available on the Department's web-site at www.ndow.org. These protocols should become part of worker education and best management practices for the proposed project and can fall into place along with those anticipated for the federally Threatened desert tortoise.

Biological Resources

The Department is interested in potential effects to the existing Large Scale Translocation Site serving desert tortoise translocation aspects of Clark County's Desert Conservation Program. The Department also notes that two proposed aviation projects presently under NEPA analysis, Southern Nevada Supplemental Airport and the Southern Nevada Regional Heliport, could benefit by connection with the proposed pipeline but are not mentioned in the aforementioned notice letter. The demand for space in the I-15 corridor (between Primm and Las Vegas Valley) by a multitude of proposed or conceptual developments is a concern regarding long-term effects to wildlife resources.

Biological

P. Desc

Biological Resources

This concludes the Department's preliminary thought regarding the proposed project. Should there be questions or concerns, please do not hesitate to contact me at the Department's Southern Region Office in Las Vegas. I can be contacted by phone at 702-486-5127 x3600, or by e-mail at bhrdnbrk@ndow.org.

Sincerely,

Brad Hardenbrook

D. Bradford Hardenbrook
Supervisory Habitat Biologist

MOJAVE DESERT air quality management district

Mojave Desert Air Quality Management District
14306 Park Avenue, Victorville, CA 92392-2310
760.245.1661 • fax 760.245.2699
Visit our web site: http://www.mdaqmd.ca.gov
Eldon Heaston, Executive Director

RECEIVED
08 MAR [illegible] PM 3:03

March 18, 2008

Edythe Seehafer, Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Project Title: Calnev Pipeline Expansion Project

Dear Ms. Seehafer:

The Mojave Desert Air Quality Management District (District) has received the Notice of Preparation for the Calnev Pipeline Expansion Project. The project would include construction, operation and maintenance of a new 16-inch diameter pipeline from Colton to Las Vegas; new pumps, an electrical substation and other ancillary facilities to increase pumping at Colton; a new pump station, electrical substation and ancillary facilities at Baker; as well as new or modified connections to existing laterals.

The District has reviewed the Notice of Preparation for the project and has no special comments or information that would be necessary to the environmental review process. District attainment plans are located at http://www.mdaqmd.ca.gov/rules_plans/rules-plans.htm for your information and review. If the proposed Baker pump station includes pumps not powered by grid electricity (rated at least 50 hp) the District recommends that BLM require the submission of applicable permit applications and the associated application and permit fees to the District as a condition of approval.

General

Regulatory process

Thank you for the opportunity to review this planning document. If you have any questions regarding this letter, please contact me at (760) 245-1661, extension 6726, or Tracy Walters at extension 6122.

Sincerely,

Alan J. De Salvio
Supervising Air Quality Engineer

TW/AJD Calnev Pipeline Expansion

City of Adelanto | Town of Apple Valley | City of Barstow | City of Blythe | City of Hesperia | City of Needles | County of Riverside | County of San Bernardino | City of Twentynine Palms | City of Victorville | Town of Yucca Valley

March 27, 2008

Edythe Seehafer
Environmental Coordinator
Bureau of Land Management
Barstow Field Office

RE: Calnev Pipeline Expansion Project

Edythe Seehafer,

Hi, my name is Greg Kapovich and I am a city planner for Las Vegas. The city of Las Vegas has received your notice describing the proposed pipeline expansion, dated March 17, 2008. We have a few questions needed for clarification prior to issuing our comments on the project. Has either of the two lead agencies (BLM or County of San Bernardino) created an alignment map showing a detailed route of the pipeline through the Las Vegas Valley? If so, can you send/fax/email me a copy of the alignment map? The map provided with the letter dated March 17, 2008 was very helpful in explaining the project concept; however, we'd like the Las Vegas Valley portion magnified. This will allow us to determine if the route runs through Clark County, Las Vegas, North Las Vegas, Henderson, or all of the entities. You can email me at gkapovich@lasvegasnevada.gov, call me at (702) 229-6137, or fax me at (702) 384-1397. Thank you.

General
Map

Greg Kapovich
Planner I
Planning & Development
City of Las Vegas
702-229-6137 - phone
702-384-1397 - fax

United States Department of the Interior

TAKE PRIDE IN AMERICA

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

IN REPLY REFER TO:
2008-SL-0343

May 16, 2008

To: Environmental Coordinator, Bureau of Land Management, Barstow Field Office, Barstow, California

From: Actg Senior Biologist Judy Hohman

Subject: Comments on Notice to Prepare an Environmental Impact Statement (EIS)/Environmental Impact Report for the Calnev Pipeline Expansion

We are responding to San Bernardino County Land Use Services Department's request, dated March 17, 2008, and received in our office on the same date, for information on fish and wildlife trust resources, which may be present in the vicinity of the proposed Calnev Pipeline expansion. Your request includes a notice of preparation of an environmental impact statement/environmental impact report for the subject project and a general large scale map of the proposed location of the pipeline expansion.

The project is to construct an underground petroleum pipeline between Las Vegas, Nevada, and Colton, California adjacent to an existing pipeline. The project would include construction , operation, and maintenance of a new 16-inch diameter pipeline from Las Vegas to Colton; new pumps, and electrical substation, and other ancillary facilities in the Baker California area; and new or modified connections to existing laterals. Pipeline construction would take place during 12 months and would begin in late 2009 or early 2010.

The proposed route crosses through the jurisdictions of three Ecological Services Field Offices of the U.S. Fish and Wildlife Service (Service). The comments provided below are a compilation of comments from the Ventura and Nevada Fish and Wildlife Offices. Their jurisdictions are from the northern edge of the Cajon Pass north and east to Las Vegas. The portion of the proposed project that includes the Cajon Pass and points south to Colton is within the jurisdiction of the Carlsbad Fish and Wildlife Office. We suggest that you coordinate directly with them for concerns they may have regarding fish and wildlife trust resources in this portion of the project area. They may be reached at 760-431-9440.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act prohibits the taking of any federally listed endangered or threatened species. Section 3(18) of the Act defines take to mean to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or to attempt to engage in any such conduct. Service regulations (50 CFR 17.3) define harm to include significant habitat modification or degradation which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering. Harassment is defined by the Service as an intentional or negligent action that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species.

Exemptions to the prohibitions against take may be obtained through coordination with the Service through interagency consultation for projects with Federal involvement pursuant to section 7 or through the issuance of an incidental take permit under section 10(a)(1)(B) of the Act. If the subject project is to be funded, authorized, or carried out by a Federal agency and may affect a listed species, the Federal agency must consult with the Service, pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. Once you have determined if the proposed project will have a lead Federal agency, we can provide you with more detailed information regarding the section 7 or 10(a)(1)(B) permitting process.

We have enclosed a list of the federally listed species that may occur in this area. We recommend you conduct appropriate surveys to verify species presence in the project area, and if present, that you avoid project impacts to listed species. If avoidance is not possible, we ask that you implement other forms of mitigation as defined by NEPA regulations for project impacts to listed species. Although only listed species receive protection under the Act, we urge you to consider sensitive species early in the planning process to avoid future conflicts in the event they become listed or proposed for listing prior to project completion.

In particular, we are concerned that the project may impact the banded Gila monster (*Heloderma suspectum cinctum*), a species listed as sensitive under the Nevada Natural Heritage Program (Heritage Program), and as a protected species under State law in Nevada. The banded Gila monster resides primarily in the Mojave desert scrub and salt desert scrub ecosystems in southern Nevada, southeastern California, southwestern Utah, and western Arizona. The banded Gila monster is one of only two venomous lizard species in the world. Gila monsters are difficult to locate as they spend the majority of the year in underground burrows; however, illegal collection, construction of roads, and loss of habitat continue to threaten this sensitive species. We ask that you evaluate project impacts to any existing populations and suitable habitat for this species for each alternative being considered in the EIS. If you determine that impacts to Gila monster and its habitat may occur because of project implementation, we recommend that you consult with the Nevada Department of Wildlife to mitigate impacts to this species as appropriate.

bio

We also are concerned about the white-margined beardtongue (*Penstemon albomarginatus*), which is a BLM sensitive species and considered rare by the Heritage Program. The proposed project may impact the Roach Dry Lake population located near the town of Jean east of Interstate 15 in Nevada. White-margined beardtongue requires deep, wind-blown sands that occur adjacent to dry lakes. We are concerned that construction near the Roach Dry Lake would likely disrupt local ecological processes by removing the source of sand and wind-blown material required by this plant. We recommend that an analysis of possible project impacts on the white-margined beardtongue be included in the EIS. If you determine that impacts to the white-margined beardtongue and its habitat may occur because of project implementation, we recommend that you mitigate impacts to this species as appropriate.

For a complete list of California and Nevada sensitive and State protected species in your project area, we recommend that you review the California Natural Diversity Data Base (CNDDB) and Heritage Program sensitive species list. You may contact the CNDDB at 916-322-2493 and the Heritage Program at 775-684-2900. The mission of Heritage Program is to continually evaluate the conservation priorities of native plants, animals, and their habitats; particularly those most vulnerable to extinction or are in serious decline. During project analyses, if you obtain new information or data for any California or Nevada-sensitive species, we request that you provide the information to the CNDDB at CNDDB – Department of Fish and Game, 1807 13th Street, Suite 202, Sacramento, California 95811 or the Heritage Program at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701.

The Service holds the conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). Under the MBTA, nests (nests with eggs or young) of migratory birds may not be harmed, nor may migratory birds be killed. Such destruction may be in violation of the MBTA. Therefore, we recommend land clearing, or other surface disturbance associated with the proposed project, be conducted outside the avian breeding season to avoid potential destruction of bird nests or young, or birds that breed in the area. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (i.e., mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

bio

In particular, we are concerned about the western burrowing owl (*Athene cunicularia hypugaea*), a Nevada state-protected and California species of special concern, and potential project impacts to this species from the proposed action. The western burrowing owl is also a Bird of Conservation Concern (Service 2002) and is listed as a BLM sensitive species. The Nevada Partners in Flight Plan (Neel 1999) identifies the burrowing owl as a priority bird species and identifies the reduction of its habitat in southern Nevada as a major threat to this species. Burrowing owls may be present within the project area. If burrowing owls are determined through surveys to occur within the project area, we recommend that you design your project to avoid disturbing burrows that are used by owls. If this is not possible, we ask that the project incorporate recommendations in our pamphlet, "Protecting Burrowing Owls at Construction Sites in Nevada's Mojave Desert Region" (enclosure).

Project design + bio

Lastly, we offer general recommendations that would minimize possible impacts to migratory birds from construction of new buildings or structures in the Mojave Desert. Holes, gaps, or hollow spaces in buildings or structures could allow cavity-nesting migratory birds to enter and become entrapped in these spaces. Holes as small as 0.75 inches in diameter could trap birds.

We recommend that gaps or narrow open hollow spaces in buildings or structures be closed during construction to prevent bird entry. In addition, open-ended posts of any material or color, used to mark boundaries at construction sites should be capped; however, since caps can deteriorate over time, use of solid posts is preferred. To prevent raptors and other migratory birds from getting their feet trapped in metal sign posts, any exposed holes near the top of posts should be filled with rivets, bolts or nuts. These conservation measures for migratory birds should be included in the EIS.

In summary, we recommend that an analysis of possible project impacts to federally listed species, State-protected species, sensitive species, and migratory birds be included in the EIS. The analysis should disclose project impacts to species and include measures to avoid, minimize or mitigate impacts. Furthermore, we recommend that BLM consider environmental impacts of each alternative and select the alternative least damaging to fish and wildlife resources as the preferred alternative in the EIS. If you have any questions regarding this letter, please contact Judy Hohman at (805) 644-1766, extension 304 in the Ventura Fish and Wildlife Office or Leilani Takano in the Nevada Fish and Wildlife Office at (702) 515-5230.

Attachments (2)

cc: Assistant Field Manager, Nevada Fish and Wildlife, Las Vegas, Nevada
Field Supervisor, Carlsbad Fish and Wildlife Office, Carlsbad, California

LISTED, PROPOSED, AND CANDIDATE SPECIES WHICH MAY OCCUR WITHIN THE VICINITY OF THE PROPOSED CALNEV PIPELINE EXPANSION
CLARK COUNTY, NEVADA AND SAN BERNARDINO COUNTY, CALIFORNIA

Birds		
Least Bell's vireo	*Vireo bellii pusillus*	E
Southwestern willow flycatcher	*Empidonax traillii extimus*	E, CH
Yellow-billed cuckoo	*Coccyzus americanus*	C
Reptiles		
Desert tortoise	*Gopherus agassizii*	T, CH

Key:

E - Endangered T - Threatened CH - Critical habitat

C - Candidate species for which the Fish and Wildlife Service has on file sufficient information on the biological vulnerability and threats to support proposals to list as endangered or threatened.

MWD
METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA

Executive Office

RECEIVED
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May 1, 2008 **Via E-mail and Mail**

Ms. Edythe Seehafer
Bureau of Land Management Barstow Field Office
2601 Barstow Road
Barstow, California 92311

Dear Ms. Seehafer:

Notice of Preparation of a Draft Environmental Impact Statement /
Draft Environmental Impact Report for the Calnev Pipeline Expansion Project

The Metropolitan Water District of Southern California (Metropolitan) received a copy of the Notice of Preparation of a Draft Environmental Impact Statement / Draft Environmental Impact Report for the Calnev Pipeline Expansion Project (Project). The Bureau of Land Management is the Lead Agency under the National Environmental Policy Act compliance (NEPA) and the County of San Bernardino is the lead agency for the California Environmental Quality Act compliance (CEQA). The Calnev system provides petroleum products delivery to the Las Vegas area through two existing pipelines from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The Project proposes to expand and reconstruct 233 miles of pipeline and would include construction, operation and maintenance of a new 16-inch diameter pipe, new pumps, modified connections to existing laterals, electrical substations, and other ancillary facilities. This letter contains Metropolitan's response to the Public Notice as a potentially-affected public agency.

Our review of the Notice indicates that Metropolitan's Rialto Feeder pipeline and facilities are located within the project area. The Rialto Feeder pipeline is a 120-inch steel pipeline that runs in a westerly to easterly direction along Pine and Institution roads in the city of San Bernardino, California. The proposed alignment, consisting of the Primary Route and Alternatives, will intersect the Rialto Feeder at Highway 215 between Palm Avenue and University Parkway. Metropolitan is concerned about the possible impact of the Project to the Rialto Feeder and to other Metropolitan facilities in the vicinity. Land Use

Metropolitan is concerned with potential impacts to these facilities associated with future excavation, construction, utilities or any development that may result from implementation of the proposed Project. Development associated with the proposed Project must not restrict any of Metropolitan's day-to-day operations and/or access to its facilities. Metropolitan must be allowed to maintain its rights-of-way and requires unobstructed access to our facilities and properties at all times in order to repair and maintain our system. Transportation and Traffic

700 N. Alameda Street, Los Angeles, California 90012 • Mailing Address: P.O. Box 54153, Los Angeles, California, 90054-0153 • Telephone: (213) 217-6000

In order to avoid potential conflicts with Metropolitan's rights-of-way, we require that any design plans for any activity in the area of Metropolitan's pipelines or facilities be submitted for our review and written approval. Approval of the Project where it could impact Metropolitan's property should be contingent on Metropolitan's approval of design plans for the Project. Detailed prints of drawings of Metropolitan's pipelines and rights-of-way may be obtained by calling Metropolitan's Substructures Information Line at (213) 217-6564. To assist in preparing plans that are compatible with Metropolitan's facilities, easements, and properties, we have enclosed a copy of the "Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California." Please note that all submitted designs or plans must clearly identify Metropolitan's facilities and rights-of-way.

Land Use

General

We appreciate the opportunity to provide input to your planning process and we look forward to receiving future environmental and related documentation on this Project. If we can be of further assistance, please contact Ms. Brenda S. Marines at (213) 217-7902.

Very truly yours,

Delaine W. Shane

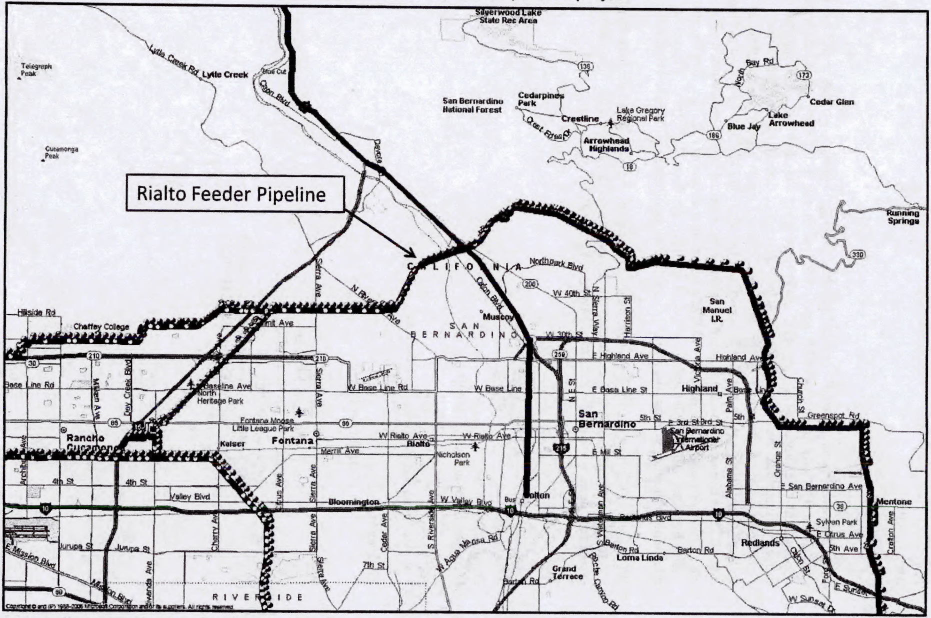
Delaine W. Shane
Manager, Environmental Planning Team

BSM/bsm
(Public Folders/EPU/Letters/29-MAR08A.doc – Edythe Seehafer, Calnev Pipeline Expansion)

Enclosures: Map
Planning Guidelines

cc: Ms. Carrie Hyke
AICP, Principal Planner
County of San Bernardino
Advance Planning Division
385 North Arrowhead Avenue, First Floor
San Bernardino, California 92415-0182

The Metropolitan Water District of Southern California Facilities and the Calnev Pipeline Expansion project


Rialto Feeder Pipeline
Silverwood Lake State Rec Area
Telegraph Peak
Cucamonga Peak
Lytle Creek Rd
Lytle Creek
Cajon Blvd
San Bernardino National Forest
Cedarpines Park
Crestline
Lake Gregory Regional Park
Arrowhead Highlands
Blue Jay
Lake Arrowhead
Cedar Glen
Running Springs
CALIFORNIA
SAN BERNARDINO
Muscoy
Northpark Blvd
W 40th St
W 30th St
San Manuel I.R.
Highland
Hillside Rd
Chaffey College
Base Line Rd
Baseline Ave
North Heritage Park
Fontana Moose Little League Park
Rancho Cucamonga
Kaiser
Fontana
Rialto
Nicholson Park
San Bernardino
San Bernardino International Airport
E Highland Ave
E Base Line St
E Mill St
Greenspot Rd
Colton
Bloomington
W Valley Blvd
Valley Blvd
4th St
Jurupa St
E Mission Blvd
Mission Blvd
Grand Terrace
Loma Linda
Redlands
Barton Rd
Sylvan Park
Mentone
E San Bernardino Ave
W Sunset Dr
RIVERSIDE
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Metropolitan Water District of Southern California.

May 2008

Guidelines for Developments in the Area of Facilities, Fee Properties, and/or Easements of The Metropolitan Water District of Southern California

1. Introduction

a. The following general guidelines should be followed for the design of proposed facilities and developments in the area of Metropolitan's facilities, fee properties, and/or easements.

b. We require that 3 copies of your tentative and final record maps, grading, paving, street improvement, landscape, storm drain, and utility plans be submitted for our review and written approval as they pertain to Metropolitan's facilities, fee properties and/or easements, prior to the commencement of any construction work.

2. Plans, Parcel and Tract Maps

The following are Metropolitan's requirements for the identification of its facilities, fee properties, and/or easements on your plans, parcel maps and tract maps:

a. Metropolitan's fee properties and/or easements and its pipelines and other facilities must be fully shown and identified as Metropolitan's on all applicable plans.

b. Metropolitan's fee properties and/or easements must be shown and identified as Metropolitan's with the official recording data on all applicable parcel and tract maps.

c. Metropolitan's fee properties and/or easements and existing survey monuments must be dimensionally tied to the parcel or tract boundaries.

d. Metropolitan's records of surveys must be referenced on the parcel and tract maps.

3. Maintenance of Access Along Metropolitan's Rights-of-Way

a. Proposed cut or fill slopes exceeding 10 percent are normally not allowed within Metropolitan's fee properties or easements. This is required to facilitate the use of construction and maintenance equipment, and provide access to its aboveground and belowground facilities.

b. We require that 16-foot-wide commercial-type driveway approaches be constructed on both sides of all streets crossing Metropolitan's rights-of-way. Openings are required in any median island. Access ramps, if necessary, must be at least 16-feet-wide. Grades of ramps are normally not allowed to exceed 10 percent. If the slope of an access ramp must exceed 10 percent due to the topography, the ramp must be paved. We require a 40-foot-long level area on the driveway approach to access ramps where the ramp meets the street. At Metropolitan's fee properties, we may require fences and gates.

c. The terms of Metropolitan's permanent easement deeds normally preclude the building or maintenance of structures of any nature or kind within its easements, to ensure safety and avoid interference with operation and maintenance of Metropolitan's pipelines or other facilities. Metropolitan must have vehicular access along the easements at all times for inspection, patrolling, and for maintenance of the pipelines and other facilities on a routine basis. We require a 20-foot-wide clear zone around all above-ground facilities for this routine access. This clear zone should slope away from our facility on a grade not to exceed 2 percent. We must also have access along the easements with construction equipment. An example of this is shown on Figure 1.

d. The footings of any proposed buildings adjacent to Metropolitan's fee properties and/or easements must not encroach into the fee property or easement or impose additional loading on Metropolitan's pipelines or other facilities therein. A typical situation is shown on Figure 2. Prints of the detail plans of the footings for any building or structure adjacent to the fee property or easement must be submitted for our review and written approval as they pertain to the pipeline or other facilities therein. Also, roof eaves of buildings adjacent to the easement or fee property must not overhang into the fee property or easement area.

e. Metropolitan's pipelines and other facilities, e.g. structures, manholes, equipment, survey monuments, etc. within its fee properties and/or easements must be protected from damage by the easement holder on Metropolitan's property or the property owner where Metropolitan has an easement, at no expense to Metropolitan. If the facility is a cathodic protection station it shall be located prior to any grading or excavation. The exact location, description and way of protection shall be shown on the related plans for the easement area.

4. Easements on Metropolitan's Property

a. We encourage the use of Metropolitan's fee rights-of-way by governmental agencies for public street and utility purposes, provided that such use does not interfere with Metropolitan's use of the property, the entire width of the property is accepted into the agency's public street system and fair market value is paid for such use of the right-of-way.

b. Please contact the Director of Metropolitan's Right of Way and Land Division, telephone (213) 250-6302, concerning easements for landscaping, street, storm drain, sewer, water or other public facilities proposed within Metropolitan's fee properties. A map and legal description of the requested easements must be submitted. Also, written evidence must be submitted that shows the city or county will accept the easement for the specific purposes into its public system. The grant of the easement will be subject to Metropolitan's rights to use its land for water pipelines and related purposes to the same extent as if such grant had not been made. There will be a charge for the easement. Please note that, if entry is required on the property prior to issuance of the easement, an entry permit must be obtained. There will also be a charge for the entry permit.

5. Landscaping

Metropolitan's landscape guidelines for its fee properties and/or easements are as follows:

a. A green belt may be allowed within Metropolitan's fee property or easement.

b. All landscape plans shall show the location and size of Metropolitan's fee property and/or easement and the location and size of Metropolitan's pipeline or other facilities therein.

c. Absolutely no trees will be allowed within 15 feet of the centerline of Metropolitan's existing or future pipelines and facilities.

d. Deep-rooted trees are prohibited within Metropolitan's fee properties and/or easements. Shallow-rooted trees are the only trees allowed. The shallow-rooted trees will not be permitted any closer than 15 feet from the centerline of the pipeline, and such trees shall not be taller than 25 feet with a root spread no greater than 20 feet in diameter at maturity. Shrubs, bushes, vines, and ground cover are permitted, but larger shrubs and bushes should not be planted directly over our pipeline. Turf is acceptable. We require submittal of landscape plans for Metropolitan's prior review and written approval. (See Figure 3).

e. The landscape plans must contain provisions for Metropolitan's vehicular access at all times along its rights-of-way to its pipelines or facilities therein. Gates capable of accepting Metropolitan's locks are required in any fences across its rights-of-way. Also, any walks or drainage facilities across its access route must be constructed to AASHTO H-20 loading standards.

f. Rights to landscape any of Metropolitan's fee properties must be acquired from its Right of Way and Land Division. Appropriate entry permits must be obtained prior to any entry on its property. There will be a charge for any entry permit or easements required.

6. Fencing

Metropolitan requires that perimeter fencing of its fee properties and facilities be constructed of universal chain link, 6 feet in height and topped with 3 strands of barbed wire angled upward and outward at a 45 degree angle or an approved equal for a total fence height of 7 feet. Suitable substitute fencing may be considered by Metropolitan. (Please see Figure 5 for details).

7. Utilities in Metropolitan's Fee Properties and/or Easements or Adjacent to Its Pipeline in Public Streets

Metropolitan's policy for the alinement of utilities permitted within its fee properties and/or easements and street rights-of-way is as follows:

a. Permanent structures, including catch basins, manholes, power poles, telephone riser boxes, etc., shall not be located within its fee properties and/or easements.

b. We request that permanent utility structures within public streets, in which Metropolitan's facilities are constructed under the Metropolitan Water District Act, be placed as far from our pipeline as possible, but not closer than 5 feet from the outside of our pipeline.

c. The installation of utilities over or under Metropolitan's pipeline(s) must be in accordance with the requirements shown on the enclosed prints of Drawings Nos. C-11632 and C-9547. Whenever possible we request a minimum of one foot clearance between Metropolitan's pipe and your facility. Temporary support of Metropolitan's pipe may also be required at undercrossings of its pipe in an open trench. The temporary support plans must be reviewed and approved by Metropolitan.

d. Lateral utility crossings of Metropolitan's pipelines must be as perpendicular to its pipeline alinement as practical. Prior to any excavation our pipeline shall be located manually and any excavation within two feet of our pipeline must be done by hand. This shall be noted on the appropriate drawings.

e. Utilities constructed longitudinally within Metropolitan's rights-of-way must be located outside the theoretical trench prism for uncovering its pipeline and must be located parallel to and as close to its rights-of-way lines as practical.

f. When piping is jacked or installed in jacked casing or tunnel under Metropolitan's pipe, there must be at least two feet of vertical clearance between the bottom of Metropolitan's pipe and the top of the jacked pipe, jacked casing or tunnel. We also require that detail drawings of the shoring for the jacking or tunneling pits be submitted for our review and approval. Provisions must be made to grout any voids around the exterior of the jacked pipe, jacked casing or tunnel. If the piping is installed in a jacked casing or tunnel the annular space between the piping and the jacked casing or tunnel must be filled with grout.

g. Overhead electrical and telephone line requirements:

1) Conductor clearances are to conform to the California State Public Utilities Commission, General Order 95, for Overhead Electrical Line Construction or at a greater clearance if required by Metropolitan. Under no circumstances shall clearance be less than 35 feet.

2) A marker must be attached to the power pole showing the ground clearance and line voltage, to help prevent damage to your facilities during maintenance or other work being done in the area.

3) Line clearance over Metropolitan's fee properties and/or easements shall be shown on the drawing to indicate the lowest point of the line under the most adverse conditions including consideration of sag, wind load, temperature change, and support type. We require that overhead lines be located at least 30 feet laterally away from all above-ground structures on the pipelines.

4) When underground electrical conduits, 120 volts or greater, are installed within Metropolitan's fee property and/or easement, the conduits must be incased in a minimum of three inches of red concrete. Where possible, above ground warning signs must also be placed at the right-of-way lines where the conduits enter and exit the right-of-way.

h. The construction of sewerlines in Metropolitan's fee properties and/or easements must conform to the California Department of Health Services Criteria for the Separation of Water Mains and Sanitary Services and the local City or County Health Code Ordinance as it relates to installation of sewers in the vicinity of pressure waterlines. The construction of sewerlines should also conform to these standards in street rights-of- way.

i. Cross sections shall be provided for all pipeline crossings showing Metropolitan's fee property and/or easement limits and the location of our pipeline(s). The exact locations of the crossing pipelines and their elevations shall be marked on as-built drawings for our information.

j. Potholing of Metropolitan's pipeline is required if the vertical clearance between a utility and Metropolitan's pipeline is indicated on the plan to be one foot or less. If the indicated clearance is between one and two feet, potholing is suggested. Metropolitan will provide a representative to assists others in locating and identifying its pipeline. Two-working days notice is requested.

k. Adequate shoring and bracing is required for the full depth of the trench when the excavation encroaches within the zone shown on Figure 4.

l. The location of utilities within Metropolitan's fee property and/or easement shall be plainly marked to help prevent damage during maintenance or other work done in the area. Detectable tape over buried utilities should be placed a minimum of 12 inches above the utility and shall conform to the following requirements:

1) Water pipeline: A two-inch blue warning tape shall be imprinted with:

"CAUTION BURIED WATER PIPELINE"

2) Gas, oil, or chemical pipeline: A two-inch yellow warning tape shall be imprinted with:

"CAUTION BURIED _______ PIPELINE"

3) Sewer or storm drain pipeline: A two-inch green warning tape shall be imprinted with:

"CAUTION BURIED ______ PIPELINE"

4) Electric, street lighting, or traffic signals conduit: A two-inch red warning tape shall be imprinted with:

"CAUTION BURIED _______ CONDUIT"

5) Telephone, or television conduit: A two-inch orange warning tape shall be imprinted with:

"CAUTION BURIED _______ CONDUIT"

m. Cathodic Protection requirements:

1) If there is a cathodic protection station for Metropolitan's pipeline in the area of the proposed work, it shall be located prior to any grading or excavation. The exact location, description and manner of protection shall be shown on all applicable plans. Please contact Metropolitan's Corrosion Engineering Section, located at Metropolitan's F. E. Weymouth Softening and Filtration Plant, 700 North Moreno Avenue, La Verne, California 91750, telephone (714) 593-7474, for the locations of Metropolitan's cathodic protection stations.

2) If an induced-current cathodic protection system is to be installed on any pipeline crossing Metropolitan's pipeline, please contact Mr. Wayne E. Risner at (714) 593-7474 or (213) 250-5085. He will review the proposed system and determine if any conflicts will arise with the existing cathodic protection systems installed by Metropolitan.

3) Within Metropolitan's rights-of-way, pipelines and carrier pipes (casings) shall be coated with an approved protective coating to conform to Metropolitan's requirements, and shall be maintained in a neat and orderly condition as directed by Metropolitan. The application and monitoring of cathodic protection on the pipeline and casing shall conform to Title 49 of the Code of Federal Regulations, Part 195.

4) If a steel carrier pipe (casing) is used:

(a) Cathodic protection shall be provided by use of a sacrificial magnesium anode (a sketch showing the cathodic protection details can be provided for the designers information).

(b) The steel carrier pipe shall be protected with a coal tar enamel coating inside and out in accordance with AWWA C203 specification.

n. All trenches shall be excavated to comply with the CAL/OSHA Construction Safety Orders, Article 6, beginning with Sections 1539 through 1547. Trench backfill shall be placed in 8-inch lifts and shall be compacted to 95 percent relative compaction (ASTM D698) across roadways and through protective dikes. Trench backfill elsewhere will be compacted to 90 percent relative compaction (ASTM D698).

o. Control cables connected with the operation of Metropolitan's system are buried within streets, its fee properties and/or easements. The locations and elevations of these cables shall be shown on the drawings. The drawings shall note that prior to any excavation in the area, the control cables shall be located and measures shall be taken by the contractor to protect the cables in place.

p. Metropolitan is a member of Underground Service Alert (USA). The contractor (excavator) shall contact USA at 1-800-422-4133 (Southern California) at least 48 hours prior to starting any excavation work. The contractor will be liable for any damage to Metropolitan's facilities as a result of the construction.

8. Paramount Right

Facilities constructed within Metropolitan's fee properties and/or easements shall be subject to the paramount right of Metropolitan to use its fee properties and/or easements for the purpose for which they were acquired. If at any time Metropolitan or its assigns should, in the exercise of their rights, find it necessary to remove any of the facilities from the fee properties and/or easements, such removal and replacement shall be at the expense of the owner of the facility.

9. Modification of Metropolitan's Facilities

When a manhole or other of Metropolitan's facilities must be modified to accommodate your construction or reconstruction, Metropolitan will modify the facilities with its forces. This should be noted on the construction plans. The estimated cost to perform this modification will be given to you and we will require a deposit for this amount before the work is performed. Once the deposit is received, we will schedule the work. Our forces will coordinate the work with your contractor. Our final billing will be based on actual cost incurred, and will include materials, construction, engineering plan review, inspection, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount.

10. Drainage

a. Residential or commercial development typically increases and concentrates the peak storm water runoff as well as the total yearly storm runoff from an area, thereby increasing the requirements for storm drain facilities downstream of the development. Also, throughout the year water from landscape irrigation, car washing, and other outdoor domestic water uses flows into the storm drainage system resulting in weed abatement, insect infestation, obstructed access and other problems. Therefore, it is Metropolitan's usual practice not to approve plans that show discharge of drainage from developments onto its fee properties and/or easements.

b. If water must be carried across or discharged onto Metropolitan's fee properties and/or easements, Metropolitan will insist that plans for development provide that it be carried by closed conduit or lined open channel approved in writing by Metropolitan. Also the drainage facilities must be maintained by others, e.g., city, county, homeowners association, etc. If the development proposes changes to existing drainage features, then the developer shall make provisions to provide for replacement and these changes must be approved by Metropolitan in writing.

11. Construction Coordination

During construction, Metropolitan's field representative will make periodic inspections. We request that a stipulation be added to the plans or specifications for notification of Mr. _________ of Metropolitan's Operations Services Branch, telephone (213) 250-____, at least two working days prior to any work in the vicinity of our facilities.

12. Pipeline Loading Restrictions

a. Metropolitan's pipelines and conduits vary in structural strength, and some are not adequate for AASHTO H-20 loading. Therefore, specific loads over the specific sections of pipe or conduit must be reviewed and approved by Metropolitan. However, Metropolitan's pipelines are typically adequate for AASHTO H-20 loading provided that the cover over the pipeline is not less than four feet or the cover is not substantially increased. If the temporary cover over the pipeline during construction is between three and four feet, equipment must restricted to that which imposes loads no greater than AASHTO H-10. If the cover is between two and three feet, equipment must be restricted to that of a Caterpillar D-4 tract-type tractor. If the cover is less than two feet, only hand equipment may be used. Also, if the contractor plans to use any equipment over Metropolitan's pipeline which will impose loads greater than AASHTO H-20, it will be necessary to submit the specifications of such equipment for our review and approval at least one week prior to its use. More restrictive requirements may apply to the loading guideline over the San Diego Pipelines 1 and 2, portions of the Orange County Feeder, and the Colorado River Aqueduct. Please contact us for loading restrictions on all of Metropolitan's pipelines and conduits.

b. The existing cover over the pipeline shall be maintained unless Metropolitan determines that proposed changes do not pose a hazard to the integrity of the pipeline or an impediment to its maintenance.

13. Blasting

a. At least 20 days prior to the start of any drilling for rock excavation blasting, or any blasting, in the vicinity of Metropolitan's facilities, a two-part preliminary conceptual plan shall be submitted to Metropolitan as follows:

b. Part 1 of the conceptual plan shall include a complete summary of proposed transportation, handling, storage, and use of explosions.

c. Part 2 shall include the proposed general concept for blasting, including controlled blasting techniques and controls of noise, fly rock, airblast, and ground vibration.

14. CEQA Requirements

a. When Environmental Documents Have Not Been Prepared

1) Regulations implementing the California Environmental Quality Act (CEQA) require that Metropolitan have an opportunity to consult with the agency or consultants preparing any environmental documentation. We are required to review and consider the environmental effects of the project as shown in the Negative Declaration or Environmental Impact Report (EIR) prepared for your project before committing Metropolitan to approve your request.

2) In order to ensure compliance with the regulations implementing CEQA where Metropolitan is not the Lead Agency, the following minimum procedures to ensure compliance with the Act have been established:

a) Metropolitan shall be timely advised of any determination that a Categorical Exemption applies to the project. The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

b) Metropolitan is to be consulted during the preparation of the Negative Declaration or EIR.

c) Metropolitan is to review and submit any necessary comments on the Negative Declaration or draft EIR.

d) Metropolitan is to be indemnified for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

b. When Environmental Documents Have Been Prepared

If environmental documents have been prepared for your project, please furnish us a copy for our review and files in a timely manner so that we may have sufficient time to review and comment. The following steps must also be accomplished:

1) The Lead Agency is to advise Metropolitan that it and other agencies participating in the project have complied with the requirements of CEQA prior to Metropolitan's participation.

2) You must agree to indemnify Metropolitan, its officers, engineers, and agents for any costs or liability arising out of any violation of any laws or regulations including but not limited to the California Environmental Quality Act and its implementing regulations.

15. Metropolitan's Plan-Review Cost

a. An engineering review of your proposed facilities and developments and the preparation of a letter response giving Metropolitan's comments, requirements and/or approval that will require 8 man-hours or less of effort is typically performed at no cost to the developer, unless a facility must be modified where Metropolitan has superior rights. If an engineering review and letter response requires more than 8 man-hours of effort by Metropolitan to determine if the proposed facility or development is compatible with its facilities, or if modifications to Metropolitan's manhole(s) or other facilities will be required, then all of Metropolitan's costs associated with the project must be paid by the developer, unless the developer has superior rights.

b. A deposit of funds will be required from the developer before Metropolitan can begin its detailed engineering plan review that will exceed 8 hours. The amount of the required deposit will be determined after a cursory review of the plans for the proposed development.

c. Metropolitan's final billing will be based on actual cost incurred, and will include engineering plan review, inspection, materials, construction, and administrative overhead charges calculated in accordance with Metropolitan's standard accounting practices. If the cost is less than the deposit, a refund will be made; however, if the cost exceeds the deposit, an invoice will be forwarded for payment of the additional amount. Additional deposits may be required if the cost of Metropolitan's review exceeds the amount of the initial deposit.

16. Caution

We advise you that Metropolitan's plan reviews and responses are based upon information available to Metropolitan which was prepared by or on behalf of Metropolitan for general record purposes only. Such information may not be sufficiently detailed or accurate for your purposes. No warranty of any kind, either express or implied, is attached to the information therein conveyed as to its accuracy, and no inference should be drawn from Metropolitan's failure to comment on any aspect of your project. You are therefore cautioned to make such surveys and other field investigations as you may deem prudent to assure yourself that any plans for your project are correct.

17. Additional Information

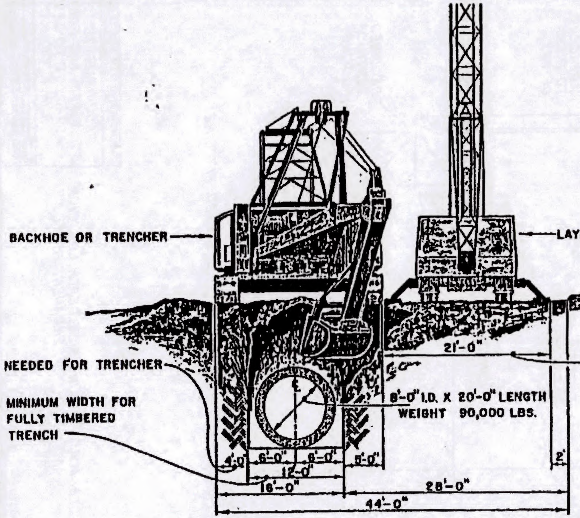
Should you require additional information, please contact:

Civil Engineering Substructures Section
Metropolitan Water District
of Southern California
P.O. Box 54153
Los Angeles, California 90054-0153
(213) 217-6000

JEH/MRW/lk

Rev. January 22, 1989

Encl.

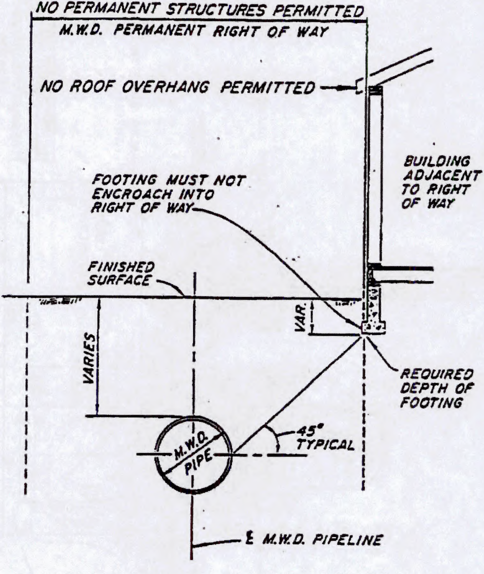

BACKHOE OR TRENCHER
LAYING CRANE
NEEDED FOR TRENCHER
21'-0"
ALSO DUMP TRUCK PARKING
MINIMUM WIDTH FOR FULLY TIMBERED TRENCH
8'-0" I.D. X 20'-0" LENGTH
WEIGHT 90,000 LBS.
4'-0"
6'-0"
6'-0"
5'-0"
12'-0"
16'-0"
28'-0"
44'-0"
2'

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

REQUIRED CONSTRUCTION WIDTHS

DRAWN............ RECOMMENDED............
TRACED............
CHECKED............ APPROVED............

FIGURE I


NO PERMANENT STRUCTURES PERMITTED
M.W.D. PERMANENT RIGHT OF WAY
NO ROOF OVERHANG PERMITTED
BUILDING ADJACENT TO RIGHT OF WAY
FOOTING MUST NOT ENCROACH INTO RIGHT OF WAY
FINISHED SURFACE
VAR.
VARIES
REQUIRED DEPTH OF FOOTING
45° TYPICAL
M.W.D. PIPE
℄ M.W.D. PIPELINE

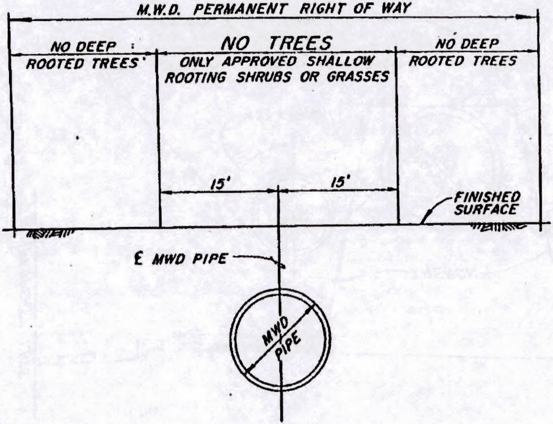
NOTE: M.W.D. PIPELINE SIZE, DEPTH, LOCATION AND WIDTH OF PERMANENT RIGHT OF WAY VARIES.

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

REQUIREMENTS FOR BUILDINGS AND FOOTINGS ADJACENT TO M.W.D. RIGHT OF WAY

DRAWN ______ RECOMMENDED ______
TRACED ______
CHECKED ______ APPROVED ______

FIGURE 2


M.W.D. PERMANENT RIGHT OF WAY
NO DEEP ROOTED TREES
NO TREES
ONLY APPROVED SHALLOW ROOTING SHRUBS OR GRASSES
NO DEEP ROOTED TREES
15'
15'
FINISHED SURFACE
℄ MWD PIPE
MWD PIPE

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

LANDSCAPE GUIDELINES
FOR
M.W.D. RIGHT OF WAY

DRAWN.......... RECOMMENDED..........
TRACED..........
CHECKED.......... APPROVED..........

FIGURE 3

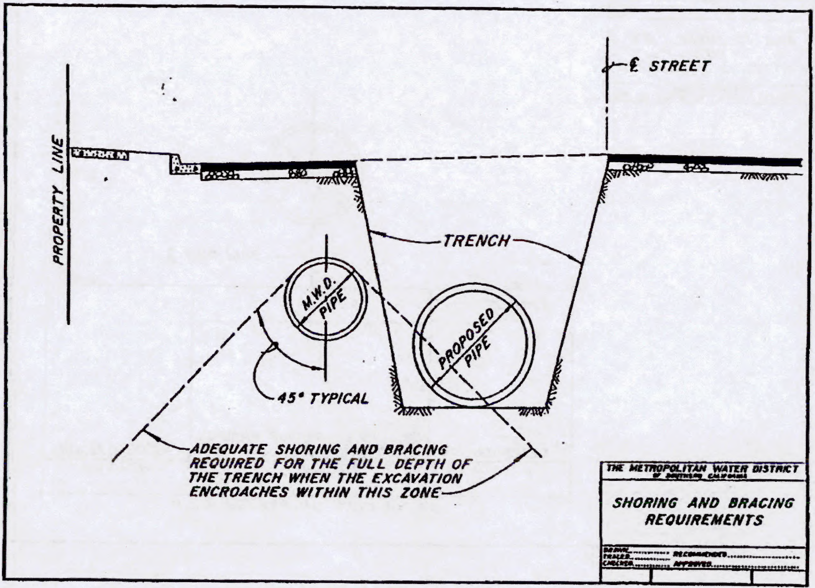
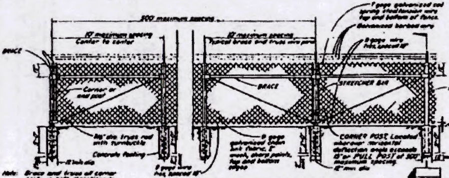

PROPERTY LINE
℄ STREET
TRENCH
M.W.D. PIPE
PROPOSED PIPE
45° TYPICAL
ADEQUATE SHORING AND BRACING REQUIRED FOR THE FULL DEPTH OF THE TRENCH WHEN THE EXCAVATION ENCROACHES WITHIN THIS ZONE
THE METROPOLITAN WATER DISTRICT OF SOUTHERN CALIFORNIA
SHORING AND BRACING REQUIREMENTS
DRAWN
TRACED
CHECKED
RECOMMENDED
APPROVED

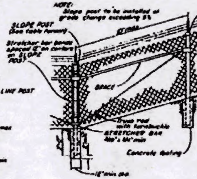
FIGURE 4

SPECIFICATIONS NO. SHEET NO.

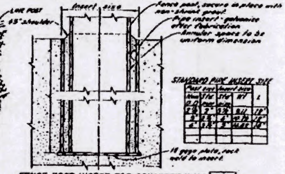

300' maximum spacing
10' maximum spacing
Center to center
10' maximum spacing
Typical brace and truss wire pro
7 gage galvanized coil spring steel tension wire top and bottom of fence.
Galvanized barbed wire
9 gage wire ties, spaced 12"
BRACE
Corner or end post
BRACE
STRETCHER BAR
LINE POST
⅜" dia. truss rod with turnbuckle
Concrete footing
9 gage galvanized chain link fabric, 2" mesh, share points, top and bottom edges
CORNER POST Located wherever horizontal deflection angle exceeds 15° or PULL POST at 300' maximum spacing
12" min dia
9 gage wire ties, spaced 12"
12" hole dia
C-

Note: Brace and truss all corner posts in both directions to adjacent line posts.

END, CORNER, AND PULL POST BRACING
(Not to scale)

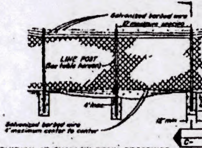

NOTE: Slope post to be installed at grade change exceeding 5%
SLOPE POST (See table hereon)
Stretcher bar bands spaced 12" on centers on SLOPE POST
LINE POST
45° shoulder
BRACE
Truss rod with turnbuckle
STRETCHER BAR
Concrete footing
12" min dia

TYPICAL FENCE ON SLOPE
(Not to scale)

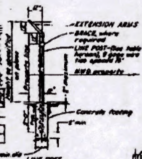

Insert size
Fence post, secure in place with non-shrink grout
Pipe insert - galvanize after fabrication
Annular space to be uniform dimension
STANDARD PIPE INSERT SIZE
18 gage plate, tack weld to insert

FENCE POST INSERT FOR CONCRETE WALL AND CONCRETE CURB
(Not to scale)

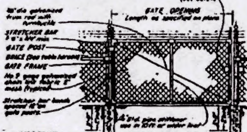
Use	Type	Nominal Size (Inches)	Actual O.D. (Inches)	Weight per foot (Pounds)
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric 72 inches or higher	Pipe	2½	2.875	5.79
End, corner, slope, pull and gate posts (for single gates 6 feet or less in width and double gates 12 feet or less in width) for chain link fabric less than 72 inches in height	Pipe	2	2.375	3.65
Gate posts for single swing gates over 6 feet but not over 13 feet in width and double swing gates over 12 feet but not over 26 feet in width.	Pipe	3½	4.000	9.11
Gate posts for single swing gates over 13 feet but not over 18 feet in width and double swing gates over 26 feet but not over 36 feet in width.	Pipe	6	6.625	18.97
Gate posts for single swing gates over 18 feet in width and double swing gates over 36 feet in width	Pipe	8	8.625	24.70
Line posts for chain link fabric 72 inches or higher	Pipe H-Section	2 2¼x1¾	2.375	3.65 4.10
Line posts for chain link fabric less than 72 inches in height	Pipe H-Section	1½ 1⅞x1⅝	1.900	2.72 2.80
Braces	Pipe H-Section	1¼ 1⅝x1¼	1.660	2.27 2.00
Frames for gates	Pipe	1½	1.900	2.72
Stiffeners for gates	Pipe	1¼	1.660	2.27

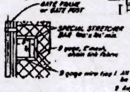

Galvanized barbed wire
10' maximum spacing
LINE POST (See table hereon)
4" max
Galvanized barbed wire 4" maximum center to center
12" min
C-

ELEVATION AT SHALLOW DRAIN CROSSINGS
(Not to scale)


EXTENSION ARMS
BRACE, where required
LINE POST-(See table hereon), 9 gage wire ties spaced 15"
MWD property
Concrete footing
3" min
12" min dia

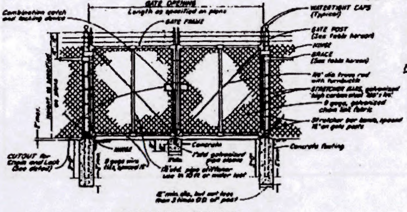
LINE POST SECTION
(Not to scale) C-


⅜" dia galvanized truss rod with turnbuckle
GATE OPENING
Length as specified on plans
CUTOUT for Chain and Lock (See detail)
STRETCHER BAR
GATE POST
BRACE (See table hereon)
GATE FRAME
No 9 gage galvanized chain link fabric 2" mesh (Typical)
Stretcher bar bands spaced 15" on gate posts
1¼" std. pipe stiffener use in 10 ft or wider leaf
12" min dia, but not less than 3 times O.D. of post
Concrete footing


GATE FRAME or GATE POST
SPECIAL STRETCHER BAR
9 gage, 2" mesh, chain link fabric
9 gage wire ties

SINGLE SWING GATE DETAIL
(Not to scale)

DETAIL OF CUTOUT FOR CHAIN AND LOCK
(Not to scale)


GATE OPENING
Length as specified on plans
Combination catch and locking device
GATE FRAME
WATERTIGHT CAPS (Typical)
GATE POST (See table hereon)
HINGE
BRACE (See table hereon)
⅜" dia truss rod with turnbuckle
STRETCHER BARS, galvanized high carbon steel
9 gage, galvanized chain link fabric
Stretcher bar bands, spaced 15" on gate posts
Concrete
Field galvanized pipe stop
Concrete footing
CUTOUT for Chain and Lock (See detail)
9 gage wire ties, spaced 15"
1¼" std. pipe stiffener use in 10 ft or wider leaf
12" min dia, but not less than 3 times O.D. of post
HINGE

DOUBLE SWING GATE DETAIL
(Not to scale)

GENERAL NOTES

1. All ferrous parts and materials shall be galvanized after fabrication
2. Adjustable tighteners shall be turnbuckle or equivalent, having minimum 6" takeup
3. Extension arms for barbed wire shall be steel, malleable iron or wrought iron and shall be attached to the top of the post with a ⅜ inch round head rivet. The extension arms shall carry three wires each at approximately 5 inch centers in a plane approximately 45° from the vertical.
4. All gate hinges shall be heavy duty malleable iron or steel, industrial service type, 180 degree swing, of approved quality and design.
5. Secure cap to post with ⅜ inch round head rivet

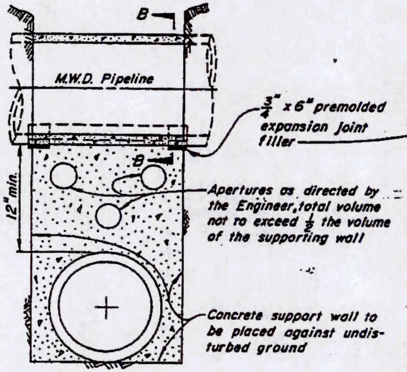
THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA
DISTRIBUTION SYSTEM

CHAIN LINK
FENCE DETAILS

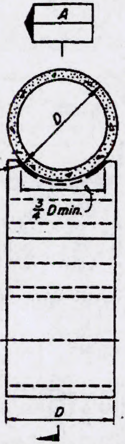
DESIGNED
DRAWN
CHECKED
RECOMMENDED
APPROVED
LOS ANGELES

NO. DATE DWN CKD REVISION REC APP.

FIGURE 5

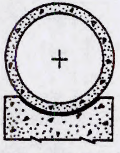

B
M.W.D. Pipeline
$\frac{3}{4}$" x 6" premolded expansion joint filler
B
12" min.
Apertures as directed by the Engineer, total volume not to exceed $\frac{1}{2}$ the volume of the supporting wall
Concrete support wall to be placed against undisturbed ground

SECTION "A-A"


A
D
$\frac{3}{4}$ D min.
D

CROSS SECTION

1. Supporting wall shall have a firm bearing on the subgrade and against the side of the excavation.
2. Premolded expansion joint filler per ASTM D-1751-73 to be used in support for steel pipe only.
3. If trench width is 4 feet or greater, measured along centerline of M.W.D. pipe, concrete support must be constructed.
4. If trench width is less than 4 feet, clean sand backfill, compacted to 90% density in accordance with the provisions of ASTM Standard D-1557-70 may be used in lieu of the concrete support wall.



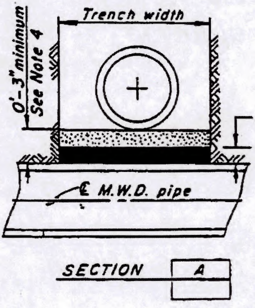
SECTION "B-B"

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

TYPICAL SUPPORT FOR
M.W.D. PIPELINE

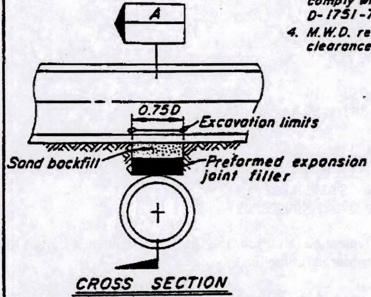
DRAWN
TRACED
CHECKED
RECOMMENDED
APPROVED

C-9547


Trench width
0'-3" minimum
See Note 4
3" Preformed expansion joint filler
℄ M.W.D. pipe
SECTION
A

NOTES

1. This method to be used where the utility line is 24" or greater in diameter and the clearance between the utility line and M.W.D. pipe is 12" or less.
2. Special protection may be required if the utility line diameter is greater than M.W.D. pipe or if the cover over the utility line to the street surface is minimal and there is 12" or less clearance between M.W.D. pipe and the utility line.
3. Preformed expansion joint filler to comply with ASTM designation D-1751-73.
4. M.W.D. requests 12" minimum clearance whenever possible.


A
0.75D
Excavation limits
Sand backfill
Preformed expansion joint filler
CROSS SECTION

THE METROPOLITAN WATER DISTRICT
OF SOUTHERN CALIFORNIA

TYPICAL EXPANSION JOINT FILLER PROTECTION FOR OVERCROSSING OF M.W.D. PIPELINE

DRAWN ________ RECOMMENDED ________
TRACED ________
CHECKED ________ APPROVED ________

C-11632

11-67 DIETERICH-POST CLEARPRINT 1023

City of Rialto

California

RECEIVED
08 MAY 15 AM 11:24
BARSTOW FIELD
BARSTOW, CALIFORNIA

May 13, 2008

VIA MAIL TO:

BLM Barstow Field Office
Attention: Edythe Seehafer
2601 Barstow Road
Barstow, CA 92311

Carrie Hyke, Principal Planner
Environmental and Mining Section
Advanced Planning Division
Land Use Services Department County of San Bernardino
385 N. Arrowhead, 1st Floor
San Bernardino, CA 92415-0182

VIA FAX TRANSMITTAL TO:

Edythe Seehafer	(760) 252-6099
Carrie Hyke	(909) 387-3223

VIA ELECTRONIC MAIL TO:

Edythe Seehafer	eseehafe@ca.blm.gov
Carrie Hyke	chyke@lusd.sbcounty.gov

Re: Response to Notice of Preparation (NOP) for the Draft Environmental Impact Report (EIR) for the CalNev (Kinder Morgan) Pipeline.

If you have any questions or need additional information, please contact Christina Taylor, Associate Planner at (909) 820-2556 or ctaylor@rialtoca.gov.

150 South Palm Avenue • Rialto, California 92376

City of Rialto
California

May 12, 2008

BLM Barstow Field Office
Attention: Edythe Seehafer
2601 Barstow Road
Barstow, CA 92311

Re: CalNev (Kinder Morgan) Pipeline Expansion

Dear Ms. Seehafer:

Thank you for the opportunity to review the Notice of Preparation (NOP) for a Draft Environmental Impact Report (EIR) for the CalNev pipeline expansion.

The proposed expansion and reconstruction of 233 miles of pipeline, part of which traverses the City of Rialto is of concern to the City. Of particular concern is the proposed new 16-inch diameter pipeline.

The City of Rialto has developed a preliminary list of issues and concerns which are relevant to this project. We appreciate your willingness to work with the City to address these concerns in a mutually acceptable manner:

- Land Use
    - The proposed location of the pipe line is incompatible with many of the existing and proposed uses within the City. The City has several large scale planning projects as well as existing residential and commercial areas that could be severely impacted by this project.
    - The EIR should analyze and discuss an alternative pipeline alignment of west on Baseline Road to Alder Avenue, north on Alder Avenue to Casmalia Street, east on Casmalia Street to Locust Avenue.

Land Use

- Traffic/Circulation
    - This proposed construction period for the pipeline within the City of Rialto has the potential to significantly impact the City's residents and businesses through the disruption of major routes into and out of the City.

Traffic

- Water Quality
    - The City is already facing severe water quality issues and is concerned that the construction of a pipeline carrying hazardous materials will further impact the quality of water the City provides to its residents.

Water Quality

150 South Palm Avenue • Rialto, California 92376

- Toxic/Hazardous
    - Due to the nature of the material being transported through the City, staff is requesting that several alternative routes be considered in order to minimize the overall effect the project will have on the residents and businesses with in the City.
    - The nature of the materials also necessitates the need for safety measures such as automatic shut off valves or other emergency safety measures.

Hazardous Mat

In order to maintain the visual quality existing within the community and the improvements that are anticipated as a result of forth coming developments, consideration needs to be given to the need for landscaping and street improvements along the proposed alignment route.

Aesthetics

The construction of the new 16 inch diameter pipe will also require the establishment of a new franchise agreement with the City of Rialto.

Socioec

Additionally, the City of Rialto is requesting the NOP review and comment period be extended 45 days. The City of Rialto does not feel adequate community outreach has been conducted within our City. The meetings that have been held have not covered all of the areas that will be affected by this project.

Community Outreach Public Involve

CEQA *Section 15103 Response to Notice of Preparation* states that a responsible agency may request of the lead agency an extension of time to the NOP comment period if submitted within 30 days of receipt of the NOP with a response or a well justified request. The City of Rialto feels that the lack of community outreach in affected areas constitutes a well justified request for an extension of time. During this extension of time the City would request of CalNev (Kinder Morgan) that an additional community meeting be held within the City at a location to be determined most effective by the City.

Regulatory Process Public Involv

This preliminary list provides some of the major concerns that must be addressed as a result of the CalNev pipeline. The City of Rialto again thanks you for the opportunity to review and comment on the NOP. We look forward to working with you to identify and mitigate all of the impacts to the City of Rialto.

If you have any questions or need additional information, please contact Christina Taylor, Associate Planner at (909) 820-2556.

Sincerely,

Christina Taylor
Associate Planner

Cc: Mayor and City Council Members
City Administrator

A Place To Call Home

CITY OF HENDERSON
240 Water Street
P. O. Box 95050
Henderson, NV 89009

May 15, 2008

RECEIVED
P 12:41

Bureau of Land Management
Edyth Seehafer, Environmental Coordinator
Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Re: Cal/Nevada Pipeline Project Comments

Dear. Ms. Seehafer:

The City of Henderson is respectfully requests a two-week extension on the public comment deadline of May 17th to provide more comprehensive comments on the Cal/Nevada Pipeline project. In an effort to meet the deadline, the following is our list of initial comments received from our development related departments:

Regulatory process

1. Consider moving the pipeline alignment within the transportation and utility corridor between Primm and St. Rose parkway.] Alternatives
2. Until an alignment is finalized; the City is unable to make complete comments regarding utilities meeting adequate separation requirements. To assist in this effort; please provide a typical cross section of where the pipeline is located within the right-of-way and any details of known utility conflicts.] Project Description
3. Be advised that most of Las Vegas Blvd., including the portions identified in the project map, is an easement with underlying property owners.] Land Use
4. During construction do no restrict or impede access to the M Resort, a major casino/resort, located at the intersection of Las Vegas Blvd. and St. Rose Parkway. This mixed use, hotel and retail development scheduled to open Spring of 2009.
5. During construction minimize restriction of access to Las Vegas Blvd. and St. Rose Parkway as this is the "gateway" entry to the City of Henderson.] Traffic
6. Recommend interagency coordination with the Southern Nevada Water Authority (SNWA) regarding adjacent waterlines – such as the future McCullough Lateral, Clark County Planning, and the Clark County Sanitation District.] Water Quality
7. Prior to plan submittal, contact the City of Henderson's Community Development Department, Current Planning, to determine whether or not an entitlement process is necessary; including but not limited to: licenses, permits, fees, etc.] Regulatory Process.

8. Please contact the Development Services Center Manager's Office to facilitate a submittal coordination meeting with all development related plan review teams.] General →Informatio

Regards,

Stacie Welsh
DSC Project Coordinator

Cc: Christine Kidd, DSC Manager
Robert Carrington, City Surveyor
Michael Johnson, Long Range Planner
DSC Plan Review Teams

CITY OF HENDERSON
240 Water Street
P.O. Box 95050
Henderson, NV 89009

DEVELOPMENT SERVICES CTR
702-267-3610
Fax 702-267-3601

To: Esee Walker

Company: Cal/Nev Pipeline

Fax: (760) 252-6099

Phone: ?

Re: Public Comment

CITY OF HENDERSON
240 Water Street
P.O. Box 95050
Henderson, NV 89009-5050

DEVELOPMENT SERVICES CENTER
702-267-3618
Cell 702-756-1179
Fax 702-267-3605
Stacie.Welsh@cityofhenderson.com

Stacie L. Welsh, M.P.A.
DSC Projects Coordinator

Comments:

Your email address provide in the project notification did not work. The letter does not give any phone number to call. Hoping the fax number is right.

Please call me!!

If there are any problems with this transmission, please contact:
Stacie at 702-267-3618

Stacie Welsh

From: Stacie Welsh
Sent: Thursday, May 01, 2008 7:48 AM
To: 'eseehafer@ca.blm.gov'
Cc: Bonnie Kolesa
Subject: cal/nevada pipeline project comments
Attachments: Stacie Welsh.vcf

The City of Henderson, NV was unable to attend the project scoping meeting held on April 3rd in Las Vegas. This project will impact the City of Henderson's ROW and their will be permitting requirements. Unfortunately the letter we received from Carrie Hyke, County of San Bernardino, there is no telephone number to contact for more information. The best I found was your address. Please provide our agency with a contact name and number so that I can obtain additional project scoping information to share with our team. I have less than two business weeks to receive the information and provide comments back to you by the May 17th deadline. Your assistance is greatly needed. If you are not the person to help me, please let me know who is.

Land Use

Regards,
Stacie

Stacie Welsh, MPA
DSC Project Coordinator
PO Box 95050
Henderson, NV 89009-5050
[P] 702.267.3618
[C] 702.756.1178
[F] 702.267.3605
stacie.welsh@cityofhenderson.com

Stacie Welsh

From: System Administrator
To: eseehafer@ca.blm.gov
Sent: Thursday, May 01, 2008 7:48 AM
Subject: Undeliverable: cal/nevada pipeline project comments

Your message did not reach some or all of the intended recipients.

Subject: cal/nevada pipeline project comments
Sent: 5/1/2008 7:48 AM

The following recipient(s) could not be reached:

eseehafer@ca.blm.gov on 5/1/2008 7:48 AM
You do not have permission to send to this recipient. For assistance, contact your system administrator.
<CORNTFS121.ci.henderson.nv.us #5.7.1 smtp;554 5.7.1 Invalid email address.>

email in the
letter we received from
the County —
Doesn't WORK

City of Fontana
CALIFORNIA

May 19, 2008

BLM Barstow Field Office
Attn: Edythe Seehafer
Environmental Coordinator
2601 Barstow Road
Barstow, CA 92311

Re: Calnev Pipeline Expansion Project from Colton to Los Vegas

Dear Ms. Seehafer,

Thank you for including the City of Fontana on your interested parties list for the Calnev Pipeline Expansion Project. The City of Fontana has no comments or concerns.

No comments.

Thanks again for including the City of Fontana in the public review comment period.

Sincerely,

COMMUNITY DEVELOPMENT DEPARTMENT
PLANNING DIVISION

Stephanie Hall

Stephanie Hall, Senior Planner

www.fontana.org
8353 SIERRA AVENUE FONTANA, CALIFORNIA 92335-3528 (909) 350-7600

Mayor
Michael L. Montandon

Council Members
William E. Robinson
Stephanie S. Smith
Shari Buck
Robert L. Eliason

City Manager
Gregory E. Rose

CITY OF
NORTH LAS VEGAS
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www.cityofnorthlasvegas.com

May 17, 2008

BLM Barstow Field Office
Attn: Edythe Seehafer
Environmental Coordinator
2601 Barstow Road
Barstow, CA 92311

Re: Calnev Pipeline Expansion Project

The City of North Las Vegas would like to thank you for this opportunity to comment on this project. The City understands that there will be an additional opportunity to comment during the Environmental Impact Statement process, but we would like to express a few of our concerns.

Currently there is an 8" and a 14" pipeline running from Colton, California to Nellis Air Force Base (AFB) that also supplies North Las Vegas. As proposed, a 16" pipeline will run from Colton to McCarran airport and the above noted 8" line will become "idle". At this time, this proposal may create an indirect impact on the City as opposed to a direct environmental impact. In order to fully ascertain the scope of any impacts the City would like to have the use of the term "idle" clarified. The City is concerned that: If the 8" line is "idle" and the 14" line can currently meet the needs of North Las Vegas and Nellis AFB, what happens when capacity is reached in the 14" line and the 8" line is no longer viable? Is it the intention to maintain the 8" line and bring it back into service when additional capacity is needed? Will the 16" line be extended to Nellis AFB to accommodate both the AFB and North Las Vegas' future growth or will other accommodations be made for additional capacity?

Impact

P. Desc.

It is the City's understanding from Mr. Paul Smith of Ecology and Environmental Inc., that there is a proposed pipeline from Wyoming, through Salt Lake City, Utah, to North Las Vegas. However, at this time, there is no time table for this project.

North Las Vegas would like to thank you again for this opportunity to comment on the Calnev Pipeline Expansion.

Respectfully,

Gregory E. Rose,
City Manager, City of North Las Vegas

c: Ms. Maryann Ustick, Assistant City Manager, Development
Mr. Frank Fiori, Acting Director, Planning and Zoning Department
Ms. Jan Schweitzer, Public Works

CLARK COUNTY
DESERT CONSERVATION PROGRAM

500 S GRAND CENTRAL PKY • PO BOX 555210 • LAS VEGAS NV 89155-5210
(702) 455-5942 • FAX (702) 382-4593

Lewis Wallenmeyer, Director • Alan Pinkerton, Assistant Director • Tina Gingras, Assistant Director

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May 1, 2008

Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Rd
Barstow, CA 92311-6653

Dear Ms. Seehafer:

The Clark County Desert Conservation Program (DCP) has been requested to provide any environmental or land use concerns along the Calnev Pipeline Expansion Project in southern Clark County, Nevada. The Calnev Pipeline Expansion Project is an expansion and construction pipeline project encompassing two hundred, thirty-three miles of pipeline starting in Colton, California and terminating at the Bracken Junction in Las Vegas, Nevada. Thirty-nine miles of the Calnev pipeline project is located within Clark County, Nevada (pipeline milepost 195 to pipeline milepost 233). The pipeline enters Nevada approximately one mile southeast of Primm and generally follows the existing railroad corridor north for approximately twenty-two miles and then follows Interstate I-15 and Valley View Boulevard to the Bracken Junction (Valley View and Ponderosa), one mile west of McCarran Airport. The Study map is attached.

Along within the pipeline construction, a proposed pipeline lateral (2.8 miles) is planned to be constructed between Bracken Junction and the McCarran Airport. Two access roads (1.75 total miles), and a staging area (6.5 acres) will be constructed to support the pipeline project. (See Study map).

The DCP evaluated environmental and land use concerns within the Calnev pipeline project area which included analyzing existing information for environmentally sensitive areas, wildlife, and plant species of concern.

Biologica
Resourc

The pipeline study area intersects two ecosystems, Mojave desert scrub and Salt desert scrub. The majority of the pipeline study area is located within the Mojave desert scrub ecosystem (35 miles of Mojave desert scrub of which 10 miles falls within the Las Vegas urban footprint) and the remaining four miles of the study area is located in the Salt desert scrub ecosystem.

Environmental data and issues of concern in the DCP database that falls within or near the Calnev Pipeline Expansion Project are:

1. Much of this area is historically desert tortoise habitat area with documented observations from the Nevada Natural Heritage Program (NNAP). Mojave desert scrub ecosystem is prime desert tortoise habitat area, but desert tortoise can also be found in Salt desert ecosystems. Other species of concern found in Mojave desert scrub ecosystems are Gila Monster and Burrowing Owl.

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2. Tortoise fencing has been constructed along the I-15 corridor from approximately Sloan, Nevada to Primm, Nevada. The Calnev project area comes in close proximity to the tortoise fence between pipeline milepost 217 to pipeline milepost 221. Any tortoise fencing damaged or removed during construction of the pipeline or access roads will need to be coordinated with the Nevada Department of Transportation for repair or replacement.

Other
P. Desc

3. Documented plant observations from the NNHP database include Penstemon albomarginatus (white-margined beardtongue) and Penstemon bicolor ssp. roseus (rosy twotone beardtongue).

Biolog
Resou

4. The following native bees have been documented within the general study location; Agapostemon angelicus, Agapostemon texanus, and Ashmediella breviceps.

Biologi
Resou

5. The Conservation Management Categories for this pipeline study area is classed as Multiple Use Managed Area (MUMA) or Un-Managed Area (UMA).

Land
Use

We hope that this information is of assistance to you.

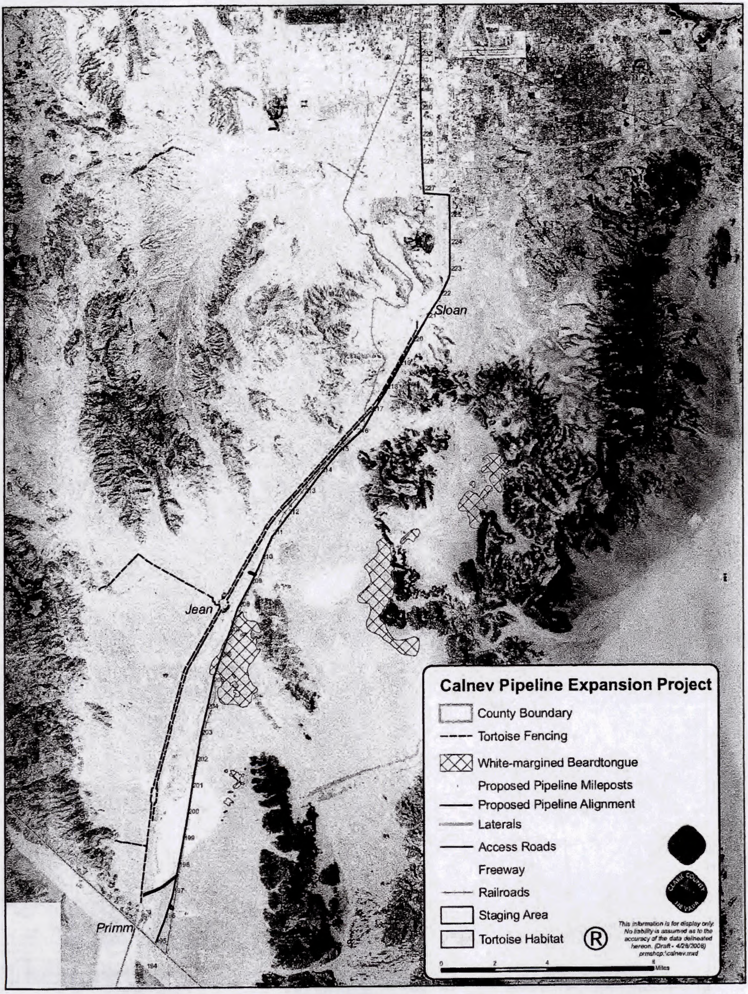
With my regards,

Marci D. Henson

Marci D. Henson
Program Manager

MDH/ree

Enclosures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Tortoise Fencing
White-margined Beardtongue
Proposed Pipeline Mileposts
Proposed Pipeline Alignment
Laterals
Access Roads
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Staging Area
Tortoise Habitat
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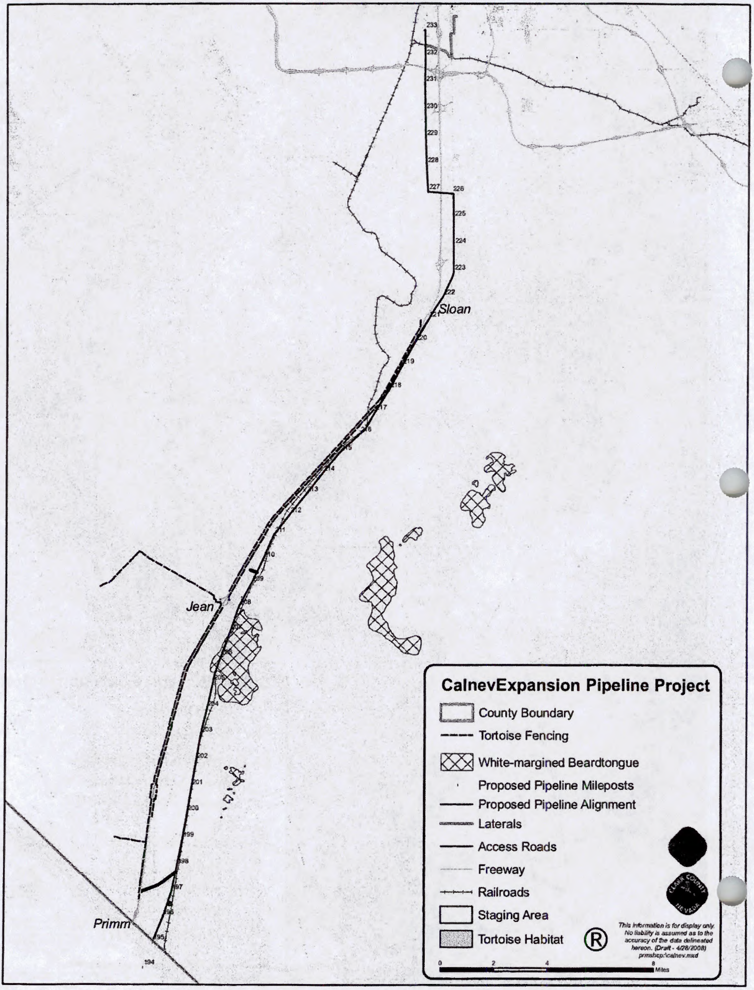
CalnevExpansion Pipeline Project
County Boundary
Tortoise Fencing
White-margined Beardtongue
Proposed Pipeline Mileposts
Proposed Pipeline Alignment
Laterals
Access Roads
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Staging Area
Tortoise Habitat
CLARK COUNTY NEVADA
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SOUTHERN CALIFORNIA
ASSOCIATION of GOVERNMENTS

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To: Edythe Seehafer, environmental coordinator Date: 05/06/08

Location: BLM Barstow Field Office Fax #: (760) 252-6099

Number of pages (including cover): 10

From: Christine Fernandez Phone #: (213) 236-1923

Note: If you do not receive all the pages, please cal (213) 236-1923

☐ URGENT ☑ FOR REVIEW ☐ FYI

Comments:

Dear Ms. Seehafer,

Attached are comments from the Southern California Association of Governments regarding the NOP for the draft EIR/EIS for the Calnev Pipeline Expansion Project – SCAG No. I20080166.

Please contact me if you have questions.

Christine Fernandez
Assistant Regional Planner
Southern California Association of Governments
818 W. 7th St., 12th Floor
Los Angeles, CA 90017
(213) 236-1923 (phone)
(213) 236-1963 (fax)
fernande@scag.ca.gov

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Resolving Regional Challenges

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April 23, 2008

Ms. Edythe Seehafer, Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311
Fax: (760) 252-6099, eseehafer@ca.blm.gov

RE: **SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report/Draft Environmental Impact Statement for the Calnev Pipline Expansion Project - SCAG No. I20080166**

Dear Ms. Seehafer,

Thank you for submitting the Notice of Preparation (NOP) of a **Draft Environmental Impact Report/Draft Environmental Impact Statement (DEIR/DEIS) for the Calnev Pipline Expansion Project - SCAG No. I20080166**, to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review of Programs proposed for federal financial assistance and direct development activities, pursuant to Presidential Executive Order 12372 (replacing A-95 Review). Additionally, pursuant to Public Resources Code Section 21083(d) SCAG reviews Environmental Impacts Reports of projects of regional significance for consistency with regional plans per the California Environmental Quality Act Guidelines, Sections 15125(d) and 15206(a)(1). SCAG is also the designated Regional Transportation Planning Agency and as such is responsible for both preparation of the Regional Transportation Plan (RTP) and Regional Transportation Improvement Program (RTIP) under California Government Code Section 65080 and 65082.

SCAG staff has reviewed the aforementioned NOP and has determined that the proposed project is regionally significant per the California Environmental Quality Act (CEQA) Guidelines (Section 15125(d) and 15206). The proposed project is an expansion and reconstruction of 233 miles of petroleum delivery pipeline in California and Nevada. CEQA requires that EIRs discuss any inconsistencies between the proposed project and applicable general plans and regional plans (Section 15125 [d]). If there are inconsistencies, an explanation and rationalization for such inconsistencies should be provided. We expect the DEIR/DEIS to specifically cite all SCAG policies and address the manner in which the project is consistent, not-consistent, or not applicable to these policies and provide supportive analysis as to why it is consistent, not-consistent, or not applicable.

Re latory Process

Policies of SCAG's Regional Comprehensive Plan and Guide (RCPG), Regional Transportation Plan (RTP), and Compass Growth Vision (CGV) that may be applicable to your project are outlined in the attachment. The RCPG, RTP and CGV can be found on the SCAG web site at: http://scag.ca.gov/igr. For ease of review, we would encourage you to use a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or non-applicability of the policy and supportive analysis in a table format (example attached).

Regulatory Process

The attached detailed comments are meant to provide guidance for considering the proposed project within the context of our regional goals and policies. **Please provide a minimum of 45 days for SCAG to review the DEIR/DEIS and associated plans when these documents are available.** If you have any questions regarding the attached comments, please contact Christine Fernandez at (213) 236-1923. Thank you.

Sincerely,

Jacob Lieb, Program Manager
Environmental Planning Division

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT/DRAFT ENVIRONMENTAL IMPACT STATEMENT FOR THE CALNEV PIPLINE EXPANSION PROJECT - SCAG NO. I20080166

PROJECT DESCRIPTION

The proposed project would include construction, operation and maintenance of a new 16-inch pipeline from Colton, California to Las Vegas, Nevada; new pumps, an electrical substation and other ancillary facilities to increase pumping at Colton; a new pump station, electrical substation and ancillary facilities at Baker; as well as new or modified connections to existing laterals. Pipeline construction will take place over 12 months and is anticipated to being in late 2009/early 2010. The new pipeline will serve the need for significant increases in jet fuel supplies at the McCarran International Airport in Las Vegas for the next 20 years.

The project would require a right-of-way (ROW) on lands managed by the BLM, the US Forest Service (USFS) and the Department of Defense (DoD), a franchise agreement and Conditional Use Permit from the County, and appropriate permits from state, federal and local jurisdictions. An amendment of the BLM's land-use plan and the California Desert Conservation Area (CDCA) Plan would also be required.

Land Use
Reg. Process

The new pipeline will follow most of the existing alignment of the current Calnev pipeline that runs from Colton, CA to Las Vegas, NV hitting Edwards AFB, Barstow, Baker, Valley Wells, and McCrarran Airport in between.

CONSISTENCY WITH REGIONAL COMPREHENSIVE PLAN AND GUIDE POLICIES

The **Growth Management Chapter (GMC)** of the Regional Comprehensive Plan and Guide (RCPG) contains the following policies that are particularly applicable and should be addressed in the draft EIR.

Regulatory
Process

Regional Growth Forecasts

The DEIR should reflect the most current SCAG forecasts which are the 2004 RTP (April 2004) Population, Household and Employment forecasts. The forecasts for your region, subregion, and cities are as follows:

Socioecono

Adopted SCAG Regionwide Forecasts[1]

	2010	2015	2020	2025	2030
Population	19,208,661	20,191,117	21,137,519	22,035,416	22,890,797
Households	6,072,578	6,463,402	6,865,355	7,263,519	7,660,107
Employment	8,729,192	9,198,618	9,659,847	10,100,776	10,527,202

Adopted SANBAG Forecasts[1]

	2010	2015	2020	2025	2030
Population	2,059,420	2,229,700	2,397,709	2,558,729	2,713,149
Households	618,782	686,584	756,640	826,669	897,739
Employment	770,877	870,491	972,243	1,074,861	1,178,890

Adopted SANBAG Unincorporated Area Forecasts[1]

	2010	2015	2020	2025	2030
Population	329,293	357,214	384,773	411,188	436,515
Households	104,352	116,091	128,197	140,270	152,477
Employment	77,387	84,619	92,000	99,448	106,997

Adopted City of Barstow Forecasts [1]

	2010	2015	2020	2025	2030
Population	25,401	28,831	32,215	35,460	38,571
Households	9,072	10,414	11,790	13,155	14,527
Employment	18,256	21,363	24,533	27,728	30,965

Adopted City of Colton Forecasts [1]

	2010	2015	2020	2025	2030
Population	62,086	68,087	74,004	79,676	85,117
Households	18,429	20,777	23,205	25,630	28,088
Employment	34,784	40,467	46,265	52,103	58,021

1. The 2004 RTP growth forecast at the regional, county and subregional level was adopted by RC in April, 2004. City totals are the sum of small area data and should be used for advisory purposes only.

Socioeconomi

The Draft 2008 RTP Baseline Growth Forecast (built upon subregion/local jurisdiction input) was released on November 1, 2007 by the Community, Economic and Human Development Committee (CEHD) along with the Draft 2008 RTP and RCP for public review and comment. You may wish to review these forecasts to determine compatibility with any Project Forecasts. The following 2035 forecasts are provided for your reference for the Cities of Colton and Baker, San Bernardino subregion (Unincorporated and COG), and SCAG Region. The forecasts for the intervening years (2010, 2015, 2020, 2025, and 2030) will be included in the 2008 RTP Baseline Growth Forecast.

2035 Forecasts[1]	Population	Households	Employees
City of Colton	89,604	27,852	53,411
City of Baker	69,533	25,080	35,528
SANBAG - Unincorporated Area	32,888	10,447	18,126
SANBAG	113,960	38,874	69,179
SCAG Region	24,056,000	7,710,000	10,287,000

1. Source: Draft 2008 RTP Baseline Growth Forecast (http://scag.ca.gov/forecast/downloads/RTP_baseline_forecasts_1001.xls)

3.01 *The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL STANDARD OF LIVING

The Growth Management goals to develop urban forms that enable individuals to spend less income on housing cost, that minimize public and private development costs, and that enable firms to be more competitive, strengthen the regional strategic goal to stimulate the regional economy. The evaluation of the proposed project in relation to the following policies would be intended to guide efforts toward achievement of such goals and does not infer regional interference with local land use powers.

Socioeconomics

3.05 *Encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.*

3.09 *Support local jurisdictions' efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.*

3.10 *Support local jurisdictions' actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.*

GMC POLICIES RELATED TO THE RCPG GOAL TO IMPROVE THE REGIONAL QUALITY OF LIFE

The Growth Management goals to attain mobility and clean air goals and to develop urban forms that enhance quality of life, that accommodate a diversity of life styles, that preserve open space and natural resources, and that are aesthetically pleasing and preserve the character of communities, enhance the regional strategic goal of maintaining the regional quality of life. The evaluation of the proposed project in relation to the following policies would be intended to provide direction for plan implementation, and does not allude to regional mandates.

Socioeconomic
Air Quality
Aesthetics

3.11 *Support provisions and incentives created by local jurisdictions to attract housing growth in job-rich subregions and job growth in housing-rich subregions.*
3.13 *Encourage local jurisdictions' plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.*
3.14 *Support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.*
3.16 *Encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.*

Socioeconomic

3.18 *Encourage planned development in locations least likely to cause adverse environmental impact.*

Land Use

3.19 *Support policies and actions that preserve open space areas identified in local, state, and federal plans.*
3.20 *Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.*

Biological Resources

3.21 *Encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.*
3.22 *Discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.*

Land Use

3.23 *Encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.*

Noise

GMC POLICIES RELATED TO THE RCPG GOAL TO PROVIDE SOCIAL, POLITICAL, AND CULTURAL EQUITY

The Growth Management goals to develop urban forms that avoid economic and social polarization promotes the regional strategic goal of minimizing social and geographic disparities and of reaching equity among all segments of society. The evaluation of the proposed project in relation to the policy stated below is intended guide direction for the accomplishment of this goal, and does not infer regional mandates and interference with local land use powers.

Socioeconomic

3.27 *Support local jurisdictions and other service providers in their efforts to develop sustainable communities and provide, equally to all members of society, accessible and effective services such as: public education, housing, health care, social services, recreational facilities, law enforcement, and fire protection.*

AIR QUALITY CHAPTER

The Air Quality Chapter core actions related to the proposed project include:

5.11 *Through the environmental document review process, ensure that plans at all levels of government (regional, air basin, county, subregional, and local) consider air quality, land use, transportation, and economic relationships to ensure consistency and minimize conflicts*

Air Quality
Land Use

OPEN SPACE AND CONSERVATION CHAPTER

The **Open Space and Conservation Chapter** goals related to the proposed project include:

- **9.03** *Promote self-sustaining regional recreation resources and facilities.*
- **9.04** *Maintain open space for adequate protection to lives and properties against natural and manmade hazards.*
- **9.05** *Minimize potentially hazardous developments in hillsides, canyons, areas susceptible to flooding, earthquakes, wildfire and other known hazards, and areas with limited access for emergency equipments.*
- **9.08** *Develop well-managed viable ecosystems or known habitats of rare, threatened and endangered species, including wetlands.*

Hazards

Biological Resources

WATER QUALITY CHAPTER RECOMMENDATIONS AND POLICY OPTIONS

The **Water Quality Chapter** goals related to the proposed project include:

- **11.02** *Encourage "watershed management" programs and strategies, recognizing the primary role of local governments in such efforts.*
- **11.07** *Encourage water reclamation throughout the region where it is cost-effective, feasible, and appropriate to reduce reliance on imported water and wastewater discharges. Current administrative impediments to increased use of wastewater should be addressed.*

Water Quality

REGIONAL TRANSPORTATION PLAN

The **2004 Regional Transportation Plan** (RTP) also has goals and policies that are pertinent to this proposed project. This RTP links the goal of sustaining mobility with the goals of fostering economic development, enhancing the environment, reducing energy consumption, promoting transportation-friendly development patterns, and encouraging fair and equitable access to residents affected by socio-economic, geographic and commercial limitations. The RTP continues to support all applicable federal and state laws in implementing the proposed project. Among the relevant goals and policies of the RTP are the following:

Regional Transportation Plan Goals:

- ***RTP G1*** *Maximize mobility and accessibility for all people and goods in the region.*
- ***RTP G2*** *Ensure travel safety and reliability for all people and goods in the region.*
- ***RTP G3*** *Preserve and ensure a sustainable regional transportation system.*
- ***RTP G4*** *Maximize the productivity of our transportation system.*
- ***RTP G5*** *Protect the environment, improve air quality and promote energy efficiency.*
- ***RTP G6*** *Encourage land use and growth patterns that complement our transportation investments.*

Transportation and traffic

GROWTH VISIONING

The fundamental goal of the **Compass Growth Visioning** effort is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region's mobility, livability and prosperity. The following "Regional Growth Principles" are proposed to provide a framework for local and regional decision making that improves the quality of life for all SCAG residents. Each principle is followed by a specific set of strategies intended to achieve this goal. More information and maps can be found at http://www.compassblueprint.org/2percent/areas.

General Regional Growth Principles

Principle 1: Improve mobility for all residents.

GV P1.1	*Encourage transportation investments and land use decisions that are mutually supportive.*
GV P1.2	*Locate new housing near existing jobs and new jobs near existing housing.*
GV P1.3	*Encourage transit-oriented development.*
GV P1.4	*Promote a variety of travel choices*

Principle 2: Foster livability in all communities.

GV P2.1	*Promote infill development and redevelopment to revitalize existing communities.*
GV P2.2	*Promote developments, which provide a mix of uses.*
GV P2.3	*Promote "people scaled," walkable communities.*
GV P2.4	*Support the preservation of stable, single-family neighborhoods.*

Principle 3: Enable prosperity for all people.

GV P3.1	*Provide, in each community, a variety of housing types to meet the housing needs of all income levels.*
GV P3.2	*Support educational opportunities that promote balanced growth.*
GV P3.3	*Ensure environmental justice regardless of race, ethnicity or income class.*
GV P3.4	*Support local and state fiscal policies that encourage balanced growth*
GV P3.5	*Encourage civic engagement.*

Principle 4: Promote sustainability for future generations.

GV P4.1	*Preserve rural, agricultural, recreational, and environmentally sensitive areas.*
GV P4.2	*Focus development in urban centers and existing cities.*
GV P4.3	*Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.*
GV P4.4	*Utilize "green" development techniques*

CONCLUSION

All feasible measures needed to mitigate any potentially negative regional impacts associated with the proposed project should be implemented and monitored, as required by CEQA.

General Mitigation

SUGGESTED SIDE BY SIDE FORMAT - COMPARISON TABLE OF SCAG POLICIES

For ease of review, we would encourage the use of a side-by-side comparison of all SCAG policies with a discussion of the consistency, non-consistency or not applicable of the policy and supportive analysis in a table format. All policies and goals must be evaluated as to impacts. Suggested format is as follows:

Regu[illegible]y Process.

The complete table can be found at: *http://www.scag.ca.gov/igr/doc/IGR_PoliciesFillInTable.doc*

SCAG RCPG (RTP and/or CGV) Policies
Growth Management Chapter

Policy Number	Policy Text	Statement of Consistency, Non-Consistency, or Not Applicable
3.01	The population, housing, and jobs forecasts, which are adopted by SCAG's Regional Council and that reflect local plans and policies shall be used by SCAG in all phases of implementation and review.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.02	In areas with large seasonal population fluctuations, such as resort areas, forecast permanent populations. However, appropriate infrastructure systems should be sized to serve high-season population totals.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
3.03	The timing, financing, and location of public facilities, utility systems, and transportation systems shall be used by SCAG to implement the region's growth policies.	Consistent: Statement as to why Not-Consistent: Statement as to why Not Applicable: Statement as to why
Etc.	Etc.	Etc.

Regulatory Process

RIALTO UNIFIED
SCHOOL DISTRICT

EDNA E. DAVIS HERRING
Superintendent

182 East Walnut Avenue Rialto, California 92376-3598 Telephone (909) 820-7700 FAX (909) 873-2489

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2008 MAY -7 PM 12:

May 2, 2008

Ms. Edythe Seehafer
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Project: Calnev Pipeline Expansion Project

Dear Ms. Seehafer:

This letter is in response to the Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report for the Calnev Pipeline Expansion Project.

Expansion of the project would include construction, operation and maintenance of a new 16-inch diameter pipeline through the boundary of the Rialto Unified School District. The product delivery type is gasoline, diesel and jet fuel.

Impact on School Facilities

The California Department of Education prohibits any proposed school site from being located within 1,500 feet from an aboveground or underground pipeline that could pose a safety hazard (Education Code Section 17213).

The proposed new 16-inch diameter pipeline will impact and limit the land uses for school facilities along the proposed project route.

Land Use

The maps displayed at the scoping meetings present several alternative routes for a new 16-inch diameter pipeline. One of the proposed routes is north on Cactus Avenue. With the existing 8-inch diameter pipeline already running south to north on Linden, a new 16-inch diameter pipeline on Cactus would severely limit our land usage for siting new schools.

Land Use

A second concern is that on the same route on Baseline Road the new proposed 16-inch diameter pipeline heads east to Ayala and then north again on Ayala and is located within 350 feet of our proposed K-8 site in the Renaissance Project area (Exhibit A). This route would necessitate the District to relocate the proposed school site elsewhere within the project.

Land Use

It is the District's suggestion that the proposed 16-inch diameter pipeline be constructed on Linden Avenue, parallel to the already existing 8-inch diameter pipeline, which would cause the least impact to the District and its students.

Alternatives

Transportation, Traffic and Safety

The planned extension of the proposed 16-inch diameter pipeline will affect transportation routes, and the District requests that it be notified when construction commences so that

Transp. and traffic

it may re-route buses and address issues relating to "Suggested Safe Routes to School" as well as other transportation and safety needs that may arise.

Tra Safety

The District must be assured that all potential safety measures be taken during the construction process in order to protect its students from any potential danger.

Safety

Should any of your proposed alternate routes require obtaining access to our school sites, please contact me in the Facilities Planning Department at (909) 421-7555 to make arrangements.

alternati

Respectfully,

Anna Ulibarri

Anna Ulibarri, Director
Facilities Planning

AU/kn

Attachments: Exhibit A - Calnev Renaissance Overlay
Exhibit B - School Vicinity Map

EXHIBIT A

CALNEV RENAISSANCE OVERLAY

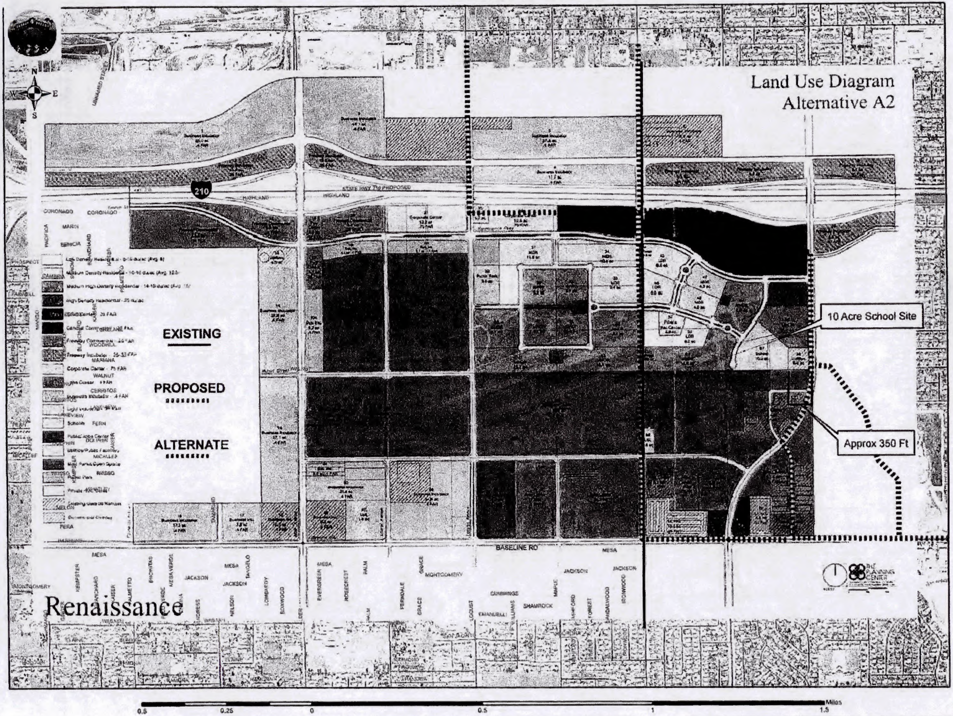
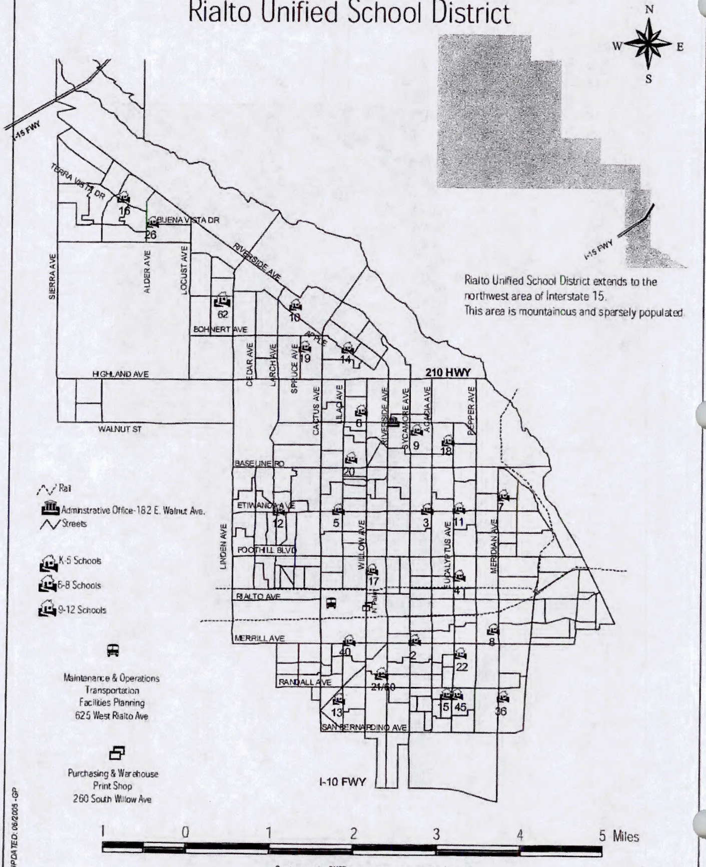

Land Use Diagram
Alternative A2
10 Acre School Site
Approx 350 Ft
EXISTING
PROPOSED
ALTERNATE
Renaissance
210
HIGHLAND
STATE HWY 210 PROPOSED
BASELINE RD
MESA
JACKSON
MONTGOMERY
CORONADO
N
E
S
W
Miles
0.5
0.25
0
0.5
1
1.5

EXHIBIT B

Rialto Unified School District


N
W
E
S
I-15 FWY
TERRA VISTA DR
16
BUENA VISTA DR
26
SIERRA AVE
ALDER AVE
LOCUST AVE
RIVERSIDE AVE
62
10
BOHNERT AVE
APPLE
19
14
CEDAR AVE
LARCH AVE
SPRUCE AVE
HIGHLAND AVE
210 HWY
CACTUS AVE
LILAC AVE
6
RIVERSIDE AVE
SYCAMORE AVE
ACACIA AVE
PEPPER AVE
9
18
WALNUT ST
BASELINE RD
20
ETIWANDA AVE
12
5
3
11
7
LINDEN AVE
FOOTHILL BLVD
WILLOW AVE
EUCALYPTUS AVE
MERIDIAN AVE
17
4
RIALTO AVE
N Palm
MERRILL AVE
40
2
8
22
RANDALL AVE
21/60
15
45
36
13
SAN BERNARDINO AVE
I-10 FWY
I-15 FWY
Rail
Administrative Office-182 E. Walnut Ave.
Streets
K-5 Schools
6-8 Schools
9-12 Schools
Maintenance & Operations
Transportation
Facilities Planning
625 West Rialto Ave
Purchasing & Warehouse
Print Shop
260 South Willow Ave
1
0
1
2
3
4
5 Miles

Rialto Unified School District extends to the northwest area of Interstate 15.
This area is mountainous and sparsely populated.

UPDATED: 06/2005 - GP

Scroll down for RUSD school campus information (page 2)

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P.01
                        TRANSACTION REPORT
                                                   MAY-05-2008 MON 09:51 AM

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RIALTO UNIFIED SCHOOL DISTRICT

182 East Walnut Avenue Rialto, California 92376-3598 Telephone (909) 820-7700 FAX (909) 873-2406

EDNA E. DAVIS HERRING
Superintendent

BOARD OF EDUCATION

Joanne T. Gilbert

Walter S. Hawkins

John R. Kazalunas, Ed.D.

Dan L. Mayo

Dennis Mobley

JOSEPH G. DAVIS, Ed. D.
Deputy Superintendent
Business Services

May 2, 2008

Ms. Edythe Seehafer
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Project: Calnev Pipeline Expansion Project

Dear Ms. Seehafer:

This letter is in response to the Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report for the Calnev Pipeline Expansion Project.

Expansion of the project would include construction, operation and maintenance of a new 16-inch diameter pipeline through the boundary of the Rialto Unified School District. The product delivery type is gasoline, diesel and jet fuel.

Impact on School Facilities

The California Department of Education prohibits any proposed school site from being located within 1,500 feet from an aboveground or underground pipeline that could pose a safety hazard (Education Code Section 17213).

The proposed new 16-inch diameter pipeline will impact and limit the land uses for school facilities along the proposed project route.

The maps displayed at the scoping meetings present several alternative routes for a new 16-inch diameter pipeline. One of the proposed routes is north on Cactus Avenue. With the existing 8-inch diameter pipeline already running south to north on Linden, a new 16-inch diameter pipeline on Cactus would severely limit our land usage for siting new schools.

A second concern is that on the same route on Baseline Road the new proposed 16-inch diameter pipeline heads east to Ayala and then north again on Ayala and is located within 350 feet of our proposed K-8 site in the Renaissance Project area (Exhibit A). This route would necessitate the District to relocate the proposed school site elsewhere within the project.

It is the District's suggestion that the proposed 16-inch diameter pipeline be constructed on Linden Avenue, parallel to the already existing 8-inch diameter pipeline, which would cause the least impact to the District and its students.

Transportation, Traffic and Safety

The planned extension of the proposed 16-inch diameter pipeline will affect transportation routes, and the District requests that it be notified when construction commences so that

U.S. FISH & WILDLIFE SERVICE

United States Department of the Interior

FISH AND WILDLIFE SERVICE
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, California 93003

TAKE PRIDE IN AMERICA

IN REPLY REFER TO:
2008-SL-0343

May 16, 2008

To: Environmental Coordinator, Bureau of Land Management, Barstow Field Office, Barstow, California

From: Acting Senior Biologist Judy Hohman

Subject: Comments on Notice to Prepare an Environmental Impact Statement (EIS)/Environmental Impact Report for the Calnev Pipeline Expansion

We are responding to San Bernardino County Land Use Services Department's request, dated March 17, 2008, and received in our office on the same date, for information on fish and wildlife trust resources, which may be present in the vicinity of the proposed Calnev Pipeline expansion. Your request includes a notice of preparation of an environmental impact statement/environmental impact report for the subject project and a general large scale map of the proposed location of the pipeline expansion.

The project is to construct an underground petroleum pipeline between Las Vegas, Nevada, and Colton, California adjacent to an existing pipeline. The project would include construction , operation, and maintenance of a new 16-inch diameter pipeline from Las Vegas to Colton; new pumps, and electrical substation, and other ancillary facilities in the Baker California area; and new or modified connections to existing laterals. Pipeline construction would take place during 12 months and would begin in late 2009 or early 2010.

The proposed route crosses through the jurisdictions of three Ecological Services Field Offices of the U.S. Fish and Wildlife Service (Service). The comments provided below are a compilation of comments from the Ventura and Nevada Fish and Wildlife Offices. Their jurisdictions are from the northern edge of the Cajon Pass north and east to Las Vegas. The portion of the proposed project that includes the Cajon Pass and points south to Colton is within the jurisdiction of the Carlsbad Fish and Wildlife Office. We suggest that you coordinate directly with them for concerns they may have regarding fish and wildlife trust resources in this portion of the project area. They may be reached at 760-431-9440.

The Service's responsibilities include administering the Endangered Species Act of 1973, as amended (Act), including sections 7, 9, and 10. Section 9 of the Act prohibits the taking of any federally listed endangered or threatened species. Section 3(18) of the Act defines take to mean to harass, harm, pursue, hunt, shoot, wound, kill, trap, capture or collect or to attempt to engage in any such conduct. Service regulations (50 CFR 17.3) define harm to include significant habitat modification or degradation which actually kills or injures wildlife by significantly impairing essential behavioral patterns, including breeding, feeding or sheltering. Harassment is defined by the Service as an intentional or negligent action that creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns which include, but are not limited to, breeding, feeding, or sheltering. The Act provides for civil and criminal penalties for the unlawful taking of listed species.

Exemptions to the prohibitions against take may be obtained through coordination with the Service through interagency consultation for projects with Federal involvement pursuant to section 7 or through the issuance of an incidental take permit under section 10(a)(1)(B) of the Act. If the subject project is to be funded, authorized, or carried out by a Federal agency and may affect a listed species, the Federal agency must consult with the Service, pursuant to section 7(a)(2) of the Act. If a proposed project does not involve a Federal agency but may result in the take of a listed animal species, the project proponent should apply for an incidental take permit, pursuant to section 10(a)(1)(B) of the Act. Once you have determined if the proposed project will have a lead Federal agency, we can provide you with more detailed information regarding the section 7 or 10(a)(1)(B) permitting process.

We have enclosed a list of the federally listed species that may occur in this area. We recommend you conduct appropriate surveys to verify species presence in the project area, and if present, that you avoid project impacts to listed species. If avoidance is not possible, we ask that you implement other forms of mitigation as defined by NEPA regulations for project impacts to listed species. Although only listed species receive protection under the Act, we urge you to consider sensitive species early in the planning process to avoid future conflicts in the event they become listed or proposed for listing prior to project completion.

In particular, we are concerned that the project may impact the banded Gila monster (*Heloderma suspectum cinctum*), a species listed as sensitive under the Nevada Natural Heritage Program (Heritage Program), and as a protected species under State law in Nevada. The banded Gila monster resides primarily in the Mojave desert scrub and salt desert scrub ecosystems in southern Nevada, southeastern California, southwestern Utah, and western Arizona. The banded Gila monster is one of only two venomous lizard species in the world. Gila monsters are difficult to locate as they spend the majority of the year in underground burrows; however, illegal collection, construction of roads, and loss of habitat continue to threaten this sensitive species. We ask that you evaluate project impacts to any existing populations and suitable habitat for this species for each alternative being considered in the EIS. If you determine that impacts to Gila monster and its habitat may occur because of project implementation, we recommend that you consult with the Nevada Department of Wildlife to mitigate impacts to this species as appropriate.

We also are concerned about the white-margined beardtongue (*Penstemon albomarginatus*), which is a BLM sensitive species and considered rare by the Heritage Program. The proposed project may impact the Roach Dry Lake population located near the town of Jean east of Interstate 15 in Nevada. White-margined beardtongue requires deep, wind-blown sands that occur adjacent to dry lakes. We are concerned that construction near the Roach Dry Lake would likely disrupt local ecological processes by removing the source of sand and wind-blown material required by this plant. We recommend that an analysis of possible project impacts on the white-margined beardtongue be included in the EIS. If you determine that impacts to the white-margined beardtongue and its habitat may occur because of project implementation, we recommend that you mitigate impacts to this species as appropriate.

For a complete list of California and Nevada sensitive and State protected species in your project area, we recommend that you review the California Natural Diversity Data Base (CNDDB) and Heritage Program sensitive species list. You may contact the CNDDB at 916-322-2493 and the Heritage Program at 775-684-2900. The mission of Heritage Program is to continually evaluate the conservation priorities of native plants, animals, and their habitats; particularly those most vulnerable to extinction or are in serious decline. During project analyses, if you obtain new information or data for any California or Nevada-sensitive species, we request that you provide the information to the CNDDB at CNDDB – Department of Fish and Game,1807 13th Street, Suite 202, Sacramento, California 95811 or the Heritage Program at 901 South Stewart Street, Suite 5002, Carson City, Nevada 89701.

The Service holds the conservation responsibilities and management authority for migratory birds under the Migratory Bird Treaty Act (MBTA) of 1918, as amended (16 U.S.C. 703 *et seq.*). Under the MBTA, nests (nests with eggs or young) of migratory birds may not be harmed, nor may migratory birds be killed. Such destruction may be in violation of the MBTA. Therefore, we recommend land clearing, or other surface disturbance associated with the proposed project, be conducted outside the avian breeding season to avoid potential destruction of bird nests or young, or birds that breed in the area. If this is not feasible, we recommend a qualified biologist survey the area prior to land clearing. If nests are located, or if other evidence of nesting (i.e., mated pairs, territorial defense, carrying nesting material, transporting food) is observed, a protective buffer (the size depending on the habitat requirements of the species) should be delineated and the entire area avoided to prevent destruction or disturbance to nests until they are no longer active.

In particular, we are concerned about the western burrowing owl (*Athene cunicularia hypugaea*), a Nevada state-protected and California species of special concern, and potential project impacts to this species from the proposed action. The western burrowing owl is also a Bird of Conservation Concern (Service 2002) and is listed as a BLM sensitive species. The Nevada Partners in Flight Plan (Neel 1999) identifies the burrowing owl as a priority bird species and identifies the reduction of its habitat in southern Nevada as a major threat to this species. Burrowing owls may be present within the project area. If burrowing owls are determined through surveys to occur within the project area, we recommend that you design your project to avoid disturbing burrows that are used by owls. If this is not possible, we ask that the project incorporate recommendations in our pamphlet, "Protecting Burrowing Owls at Construction Sites in Nevada's Mojave Desert Region" (enclosure).

Lastly, we offer general recommendations that would minimize possible impacts to migratory birds from construction of new buildings or structures in the Mojave Desert. Holes, gaps, or hollow spaces in buildings or structures could allow cavity-nesting migratory birds to enter and become entrapped in these spaces. Holes as small as 0.75 inches in diameter could trap birds.

We recommend that gaps or narrow open hollow spaces in buildings or structures be closed during construction to prevent bird entry. In addition, open-ended posts of any material or color, used to mark boundaries at construction sites should be capped; however, since caps can deteriorate over time, use of solid posts is preferred. To prevent raptors and other migratory birds from getting their feet trapped in metal sign posts, any exposed holes near the top of posts should be filled with rivets, bolts or nuts. These conservation measures for migratory birds should be included in the EIS.

In summary, we recommend that an analysis of possible project impacts to federally listed species, State-protected species, sensitive species, and migratory birds be included in the EIS. The analysis should disclose project impacts to species and include measures to avoid, minimize or mitigate impacts. Furthermore, we recommend that BLM consider environmental impacts of each alternative and select the alternative least damaging to fish and wildlife resources as the preferred alternative in the EIS. If you have any questions regarding this letter, please contact Judy Hohman at (805) 644-1766, extension 304 in the Ventura Fish and Wildlife Office or Leilani Takano in the Nevada Fish and Wildlife Office at (702) 515-5230.

Attachments (2)

cc: Assistant Field Manager, Nevada Fish and Wildlife, Las Vegas, Nevada
Field Supervisor, Carlsbad Fish and Wildlife Office, Carlsbad, California

LISTED, PROPOSED, AND CANDIDATE SPECIES WHICH MAY OCCUR WITHIN THE VICINITY OF THE PROPOSED CALNEV PIPELINE EXPANSION
CLARK COUNTY, NEVADA AND SAN BERNARDINO COUNTY, CALIFORNIA

Birds		
Least Bell's vireo	*Vireo bellii pusillus*	E
Southwestern willow flycatcher	*Empidonax traillii extimus*	E, CH
Yellow-billed cuckoo	*Coccyzus americanus*	C
Reptiles		
Desert tortoise	*Gopherus agassizii*	T, CH

Key:

E - Endangered T - Threatened CH - Critical habitat

C - Candidate species for which the Fish and Wildlife Service has on file sufficient information on the biological vulnerability and threats to support proposals to list as endangered or threatened.

[redacted]

…RNARDINO CA 924
30 MAY 2008 PM 5 L

USA FIRST-CLASS FOREVER
USA FIRST-CLASS FOREVER

RECEIVED JUN 0 2 2008

Cal Nev Pipeline Expansion Project
130 Battery Street
Suite 400
San Francisco, CA 94111

94111+4905 C015

u

B
Mike & Pat Boguslawski
10487 Bridge Haven Rd.
Apple Valley, CA 92308

RNARDINO CA 924
30 MAY 2008 PM 5 L

RECEIVED JUN 02 2008

Cal Nev Pipeline Expansion Project
130 Battery Street
Suite 400
San Francisco, CA 94111

Personal

941114906 C015

Michael J. Boguslawski (Bogey)
Consumer Advocate/Reporter

Governor Arnold Schwarzenegger
State of California
State Capitol Building
Sacramento, CA 95814

May 30,2008

Dear Governor Schwarzenegger:

Please allow me to introduce myself. My name is Mike Boguslawski. People across the United States call me by my nickname, "Bogey". I have been in the Consumer Advocate/News Reporting business, well over 45 years, handling consumer complaints. I am a no-nonsense, tell it like it is Consumer Advocate/Reporter. I have worked for all 3 major television networks (ABC, CBS, and NBC). My last Consumer Advocate/Reporting position was with KCBS-Channel 2 News in Los Angeles, CA. Presently, I have a weekly Consumer Advocate column in the Daily Press as well as other major newspapers throughout the country. I also frequently appear as an expert on a nationally syndicated radio show.

Enclosed is a formal consumer complaint I received from Annette M. Swords of 9824 Avenal Street, Oak Hills, CA 92344-9735 ,who is a Daily Press reader. Ms. Swords strongly opposes the Calnev Pipeline Expansion Project. The letter clearly speaks for itself. I have been authorized by the consumer to mediate a resolution of this complaint between you and them. I am strongly urging you to work with me to resolve this unfortunate complaint immediately. If you have any comments or questions, please feel free to call me at the Daily Press in Victorville, CA. The telephone number is: (760)241-7744.

Thanking you in advance,

Michael J. Boguslawski

Bogey

Cc Annette M. Swords

CalNev Pipeline Expansion Project

CA Dept. of Consumer Affairs

State Senator George Runner

State Assemblywoman Sharon Runner

Congressman Jerry Lewis

BBB

Victorville/Apple Valley Chambers

BOGEY'S CORNER

County of San Bernardino

NOTICE OF PREPARATION

DATE: March 17, 2008

TO: Responsible Agencies and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report

PROJECT TITLE: **Calnev Pipeline Expansion Project**

An environmental review of the project must be conducted under both California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA). Implementation of the project will require discretionary approvals from federal, state, and local agencies, and therefore, this project is subject to the environmental review requirements of both NEPA and CEQA. As Lead Agency for CEQA, the County of San Bernardino issues this Notice of Preparation for the proposed Calnev Pipeline expansion project from Colton, California to Las Vegas, Nevada.

To ensure coordination between the NEPA and CEQA processes, and to avoid duplication of effort, the lead agencies will prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as recommended by 40 CFR § 1506.2 and CEQA Guidelines § 15222. The Bureau of Land Management (BLM) will be the NEPA Lead Agency and the County of San Bernardino ("County") will be the CEQA Lead Agency, for preparation of the EIS/EIR. The BLM and County have agreed to work together on this Project and a Joint EIS/EIR will be prepared.

The BLM and the County will evaluate whether potentially significant environmental effects will result from the project. The EIS/EIR will assess the effects of the proposed project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the proposed project that may accomplish basic project objectives, while lessening or eliminating any potential significant project impacts.

This Notice provides a description of the proposed project and solicits comments from responsible agencies, trustee agencies, federal, state and local agencies and the general public, on the scope and content of the environmental document to be prepared to analyze the environmental impacts of the proposed project. Comments received in response to this Notice will be reviewed and considered by the lead agencies in determining the scope of the EIS/EIR. Due to time limits, as defined by CEQA, your response should be sent at the earliest possible date, but no later than 60 days after

publication of this notice. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Written comments may be submitted to BLM Barstow Field Office, attention: Edythe Seehafer, Environmental Coordinator, 2601 Barstow Road, Barstow, CA 92311. Comments can also be faxed to (760) 252-6099 or emailed to eseehafer@ca.blm.gov. Please include the name, phone

PROJECT DESCRIPTION

Environmental Setting

Calnev Pipe Line, LLC, as operating partner with Kinder Morgan Energy Partners, has applied for a ROW on public lands to expand and reconstruct 233 miles of pipeline in California and Nevada. The existing Calnev system provides petroleum products delivery to the Las Vegas area through two existing pipelines from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The main components of the proposed project are shown on Figure 1.

Projected increases in commercial air traffic in and out of McCarran International Airport in Las Vegas will require significant increases in jet fuel supplies over the next 20 years. An expanded and modernized pipeline will serve that need. The project would include construction, operation and maintenance of a new 16-inch diameter pipeline from Colton to Las Vegas; new pumps, an electrical substation and other ancillary facilities to increase pumping at Colton; a new pump station, electrical substation and ancillary facilities at Baker; as well as new or modified connections to existing laterals. Pipeline construction will take place over 12 months and is anticipated to begin in late 2009 or early 2010.

Project Activity

As proposed, the Project would require a right-of-way (ROW) on lands managed by the BLM, the US Forest Service (USFS) and the Department of Defense (DoD), a franchise agreement and Conditional Use Permit from the County, and appropriate permits from state, federal and local jurisdictions. Therefore, approval of the Project will require compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as well as ROW and planning regulations promulgated under the Mineral Leasing Act. In addition, the project as currently proposed would require amendment of the BLM's land-use plan, the California Desert Conservation Area (CDCA) Plan. The Plan amendment process will be conducted concurrently and integrated with the NEPA process, as part of the EIS/EIR.

Potential Environmental Impacts

The Lead Agencies have determined that this project could result in significant environmental impacts and/or have a significant impact on the quality of the human environment. As such, preparation of a joint EIS/EIR is appropriate. Accordingly, the Lead Agencies did not prepare an Environmental Assessment or Initial Study for the project. However, the Lead Agencies have identified the following environmental considerations as potential significant effects of the project:

- Aesthetic/Visual
- Air Quality
- Archeological/Historic
- Biological Resources
- Geologic/Seismic
- Land Use
- Soil Erosion/ Compaction/Grading
- Toxic/Hazardous
- Traffic/Circulation
- Vegetation
- Water Quality
- Wetland/Riparian
- Cumulative Effects

Scoping Meetings

The BLM and the County will host three scoping meetings to provide the opportunity for the public to learn about the project and to share any concerns or comments they may have. Additionally, the public may submit information and identify issues to be addressed during the EIS/EIR process. The scoping meetings are scheduled from 6:00 – 8:00 p.m. in the following dates at the following locations:

- April 1, 2008 at Rialto Middle School, 324 N Palm Avenue, Rialto, CA 92376
- April 2, 2008 at Victor Elementary School District / Nisqualli Room, 15115 Nisqualli Road, Victorville, CA 92395
- April 3, 2008 at Parkdale Community Center, 3200 Ferndale St., Las Vegas, NV 89121

The meetings are an open house format to allow the public to visit with County and BLM representatives.

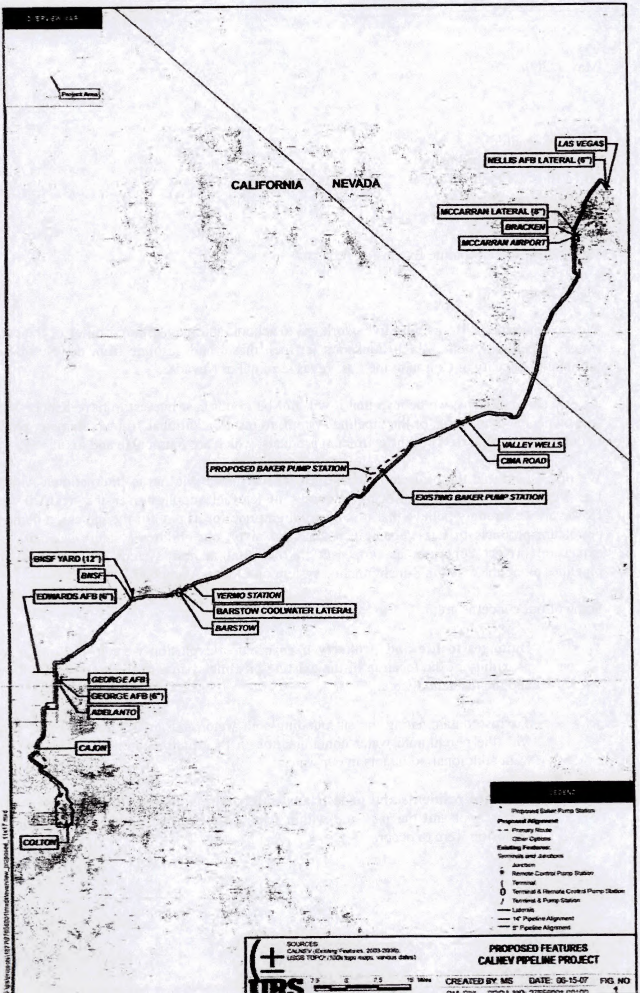
Comment Due Date

Due to the time limit of 30 days mandated by State law, your comments must be sent at the earliest possible date but not later than **May 17, 2008.**

Sincerely,

Carrie Hyke

Carrie Hyke, AICP, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department County of San Bernardino


Project Area
CALIFORNIA
NEVADA
LAS VEGAS
NELLIS AFB LATERAL (6")
MCCARRAN LATERAL (8")
BRACKEN
MCCARRAN AIRPORT
VALLEY WELLS
CIMA ROAD
PROPOSED BAKER PUMP STATION
EXISTING BAKER PUMP STATION
BNSF YARD (12")
BNSF
EDWARDS AFB (6")
YERMO STATION
BARSTOW COOLWATER LATERAL
BARSTOW
GEORGE AFB
GEORGE AFB (6")
ADELANTO
CAJON
COLTON
LEGEND
Proposed Baker Pump Station
Proposed Alignment
Primary Route
Other Options
Existing Features:
Terminals and Junctions
Junction
Remote Control Pump Station
Terminal
Terminal & Remote Control Pump Station
Terminal & Pump Station
Laterals
14" Pipeline Alignment
8" Pipeline Alignment
7.5 0 7.5 15 Miles
URS

SOURCES
CALNEV (Existing Features, 2003-2006).
USGS TOPO! (100k topo maps, various dates)

PROPOSED FEATURES
CALNEV PIPELINE PROJECT

CREATED BY: MS DATE: 06-15-07 FIG. NO
1

May 3, 2008

Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Re: CALNEV Pipeline Expansion Project

Ms. Seehafer:

We are concerned citizens who live, work, go to school, and play within 5 miles of the existing Calnev pipeline system, which transports jet fuel, diesel and gasoline from the North Colton terminal in the City of Colton to the Las Vegas terminal in Nevada.

As concerned citizens, we believe that it will **not** be in our best interest to have Kinder Morgan (the owners and operators of the pipeline system) to install additional 16-inch diameter pipelines in our neighborhood to transport petroleum products, which are flammable and toxic.

We understand that the projected demand for jet fuel in the McCarran International Airport in Las Vegas "will require significant increases in jet fuel supplies over the next 20 years". However, we strongly believe that it is a very high price for us pay for the increased demand of petroleum products in Las Vegas given that our safety, our children's safety is at risk if the expansion project continues as proposed: to run/install a new system of 16-inch diameter pipelines along the existing 8-inch pipeline system on Linden Avenue in Rialto.

Some of our concerns are:

- **Damages to life and property** if an accident/explosion were to occur due to the proximity of the location of the existing pipeline system to the high school, the park and the residential area.
- **Toxins** contaminating the surrounding soil, water and air. Rialto is already dealing with the perchlorate water contamination in the Rialto-Colton Basin and we don't want additional pollutants in our water.
- **Students, residents and pedestrians' safety** during the construction phase since the high school and the park are within feet of the site, and after construction, if an explosion were to occur.

- **Traffic/circulation** during construction will be affected, as working crews and equipment will obstruct high school students and residents attending school and park activities.
- **Unauthorized digging** on Linden Avenue since this street (North of Casmalia) is located in a developed residential area.

These concerns coincide with the Findings enumerated in the Special Report 281: Transmission Pipelines and Land Use – A Risk-Informed Approach, published by the Transportation Research Board in 2004, which indicated:

1. Pipeline incidents have potential for significant impact on life, property, and the environment.
2. Land use decisions can affect the risks associated with increased human activity in the vicinity of transmission pipelines.
3. Just as transmission pipelines pose a risk to their surroundings, so does human activity in the vicinity of pipelines pose a risk to pipelines. These risks increase with growth in population, urban areas, and pipeline capacity and network.
4. Encroachments and inappropriate human activity within the right-of-way can adversely affect pipeline safety.
5. Rational land use decisions that provide appropriate physical separation between people and pipelines could reduce the risk associated with the increasing numbers of people in proximity to transmission pipelines.
6. Pipeline safety and environmental regulation have generally focused on (*a*) the design, operation, and maintenance of pipelines and (*b*) incident response. They have not directed significant attention to the manner in which land use decisions can affect public safety and the environment.

Additionally, the California Code of Regulations Title 5, Section 14010 (h), which states that "the site (school facility) shall not be located near an above-ground water or fuel storage tank or within 1,500 feet of the easement of an above ground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional." This statement indicates that the expansion of the pipeline system will not be compliant as Wilmer A. Carter High School is located a few feet away from the existing pipeline.

We are addressing our concerns to you because we understand that the Bureau of Land Management, as the Lead Agency for the National Environmental Policy Act (NEPA) and the County of San Bernardino, as the Lead Agency for the California Environmental Quality Act (CEQA) will jointly prepare the Environmental Impact Statement/Environmental Impact Report as recommended by 40 CFR § 1506.2 and CEQA guidelines § 15222, to evaluate the potential significant environmental impact this project will have in the area.

We urge you to **consider** alternative routes in less developed areas and/or industrial zones where residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name Mildred Rodriguez Address 557 N. Beechwood Ave Rialto
Signature Mildred Rodriguez Phone (909) 746-7001

Print Name Brenda Smith Address 3565 Live Oak Ave Rialto
Signature Brenda Smith Phone 909-829-6456

Print Name Dawn Quintana Address
Signature DAWN QUINTANA Phone

Print Name Cheryl Dietz Address 2188 N. Sycamore Ave Ri
Signature Cheryl Dietz Phone 909·874-9511

Print Name Jacqueline Santana Address 2198 N. Sycamore Ave Rialto
Signature Phone 909-421-2350

Print Name Luis Daniel Cuevas Address 150 E. Belmont Ave Rialto
Signature L. D. Cu Phone 909 562-5982

Print Name Luis Cuevas Address 150 E. Belmont Ave Rialto
Signature Luis Cuevas Phone 909 875-8238

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name ADELFA ALFARO Address 933 W. Grove St
Signature adelfa alfaro Phone 909) 874-7671

Print Name Hortencia Ostorga Address 933 W. Grove St
Signature Hortencia Ostorga Phone (909) 874 7671

Print Name Wendy Padilla Address 933 W Grove St
Signature Phone 909 874 7671

Print Name Regina B. Balderrama Address 920 W. Grove street
Signature Regina Balderrama Phone 909-874-3549

Print Name Denise N Balderrama Address 920 W Grove St
Signature Denise N Balderrama Phone (909) 874-3549

Print Name Address
Signature Phone

Print Name Address
Signature Phone

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name Alicia CRUZ Address 2428- N. Roa Dr.
Signature Alicia Cruz Phone (909) 8742524

Print Name Edith Jimenez Address 230 E. Lomita Dr.
Signature Edith Jimenez Phone (909) 875-0527

Print Name Guadalupe Berumen Address 909 S. Willow ave
Signature Guadalupe Berumen Phone 875-9031

Print Name MAry MArquez Address 2704 N Wisteria Ave
Signature MAry mary Phone 9098744305

Print Name Diana Beito Address 1337 Wildflower St
Signature Diana Beito Phone (909) 873-9783

Print Name Enrique Castillo Address 1337 Wildflower St
Signature Enrique Castillo Phone (909) 873-9783

Print Name Guillermo Montoya Address 2520 N Wisteria
Signature Phone

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name Rene Jara
Signature Rene Jara
Address 5600 Sycamore Ave Rialto, CA 92377
Phone 909 874-3435

Print Name ISAAC BERNAL.
Address 3095 N. SYCAMORE AV Rialto. CA 92377
Phone (909) 820 4160

Print Name Rodolfo Cordoba
Address 1689 W. Via Bello Dr. Rialto 92377
Phone 909 350-0362

Print Name JOSE SARABIA
Address 3563 N. AMBERWOOD AV. RIALTO
Phone 909 822-4847

Print Name VIVIAN BARONE
Address 2566 PLAZA SERENA DR. RIALTO
Phone 951-217-4240

Print Name Magdalena Hernandez
Signature M. Hernandez
Address 4055 N. Sugar Pine Ave Rialto
Phone 909) 350-2631

Print Name Martha Pitones
Signature Martha Pitones
Address 1023 N. Mulberry ave
Phone Rialto Ca 92376

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name ROBIN TURNER Address 1530 N. BRAMPTON AVE RIALTO CA 92376
Signature Robin Turner Phone 909- 820-2725

Print Name Thelma Hudspeth Address 5621 Olive Ave
Signature Thelma Hudspeth Phone 909-421-8672

Print Name Terry Blalock Address 5883 N. Riverside Ave Rialto, CA 92377
Signature Terry a. Blalock Phone 909 874-2671

Print Name Kathy Blalock Address 5883 N. Riverside Ave. Rialto, CA 92377
Signature Kathy Blalock Phone 909- 874-2671

Print Name Jennie Cortez Address 2504 N. Fitzsimmons Ave
Signature Jennie Cortez Phone (626) 914-2230

Print Name James Reddy Address 1775 Tudor St. Rialto, CA
Signature Phone 909-355-9383

Print Name PHYLLIS J. Hunter Address 3010 N. Ashford Ave
Signature Phyllis J. Hunter Phone 909. 8429. 0550

Calnev Pipeline Expansion Project Rialto Citizens Concerns

Print Name HECTOR SANTANA Address 2198 N. SYCAMORE AVE.
Signature Phone (909) 421-2350

Print Name Leocadio TORRES Address 245 E 1ST ST. 1096
Signature Leocadio Torres Phone 909) 820-8755

Print Name Evangelina Dominguez Address
Signature E Dominguez Phone

Print Name Flor M. Cisneros Address 5273 Sierra MEsa Rd
Signature Flor M. Cisneros Phone 909-208-4688

Print Name LUCILLE CHRISTENSON Address 120 So ACACIA
Signature Lucille C Christensen Phone 909 875 5747

Print Name Yolanda Cuevas Address 150 E Belmont Ave
Signature Yolanda Cuevas Phone Rialto, CA 92377

Print Name Address
Signature Phone

Print Name Address
Signature Phone

Print Name Address
Signature Phone

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name MIKE McENTEE Address 2503 N. WISTERIA AVE RIAL
Signature Mike McEnt Phone 909-421-1991

Print Name BARD JAMES Address 2551 N. WISTERIA AV, RIA
Signature Phone 951-377-7718

Print Name SHERYL PRATER Address 2503 N. WISTERIA RIALTO 9237
Signature S Prater Phone (909) 938-0736

Print Name Donald J. Balderrama Address 920 W. Grove St.
Signature Donald J Balderrama Phone 909-874-3549

Print Name LISA KELLY Address P.O. Box 274 Rialto, Ca 9237
Signature L Kelly Phone 909-356-4031

Print Name Lissinia Aguilar Address 2520 N Wisteria Ave., Rialto, 92
Signature Aguilar Phone (909) 875-2763

Print Name Hannia Rodriguez Address 19463 Cheshire St. Rialt 92
Signature Hannia Rodriguez Phone 909-874-5516

We urge you to **consider** alternative routes in less developed areas and/or industrial zones were residents would be less impacted by the construction of the new pipeline system, but especially by the long-term effects this expansion will have in our lives and the lives of future Rialto generations.

Sincerely,

The undersigned

Print Name ROLANDO ACOSTA Address 2330 N Aspen
Signature Rolando Acosta Phone 909/877-0549

Print Name ROSA DIAZ ACOSTA Address 2330 N. Aspen
Signature Rosa Diaz Acosta Phone 877-0549

Print Name Walter Ayala Address 2318 N. Aspen
Signature Walter V. Ayala Phone 875-7145

Print Name ARYlaura Ayala Address 2310 N. ASPEN
Signature Phone 875-7145

Print Name Manuel Guerero Address 1351 W. La Gloria
Signature Phone 421-8635

Print Name Gary DuPont Address 2341 N Aspe Ave
Signature G. DuPont Phone 873 7734

Print Name LINDA BOWKCE Address 2745 Plaza Serana Dr.
Signature Linda V Bowle Phone 909-357-8520

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Sincerely,

The undersigned

Print Name ROBIN WELKER
Signature
Address 1527 W. TUDOR ST Rialto - 92377
Phone 909-428-9493

Print Name Yolanda Cuevas
Signature Yolanda Cuevas
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Phone 909-875-8238

Print Name Jayme Welker
Signature Jayme Welker
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Print Name Malory Peters
Signature Malory Peters
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Print Name Adalina A. Apostol
Signature Adalina A. Apostol
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Print Name Justyn Welker
Signature Justyn Welker
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Signature Filomena Virg Phone 2416 BEECHWOOD NT.

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Signature Maxine Jackson Phone 909 820 0201

Print Name Patricia THomAS Address 2557 North Linden Ave R.92
Signature Patricia Thomas Phone 909-421-1907

Print Name Jill DeMott Address 1232 W. Lewis St
Signature Jill DeMott Phone 909 875 9722

Print Name Carin Harmon Address 2502 Apple
Signature Carin Harmon Phone 8735991

Print Name Sherry Address 3020 N Church St
Signature Sherry Jones Jordan Phone 909 8730388

Print Name MIRIAM ORtega Address 1771 Persimmon Ave
Signature Phone 909-823-8725

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Signature Martha L Orozco. Phone (951) 334-8126
(909) 421-2254

Print Name Mary L. Duran Address 684 Riverside A
Signature Phone 909 - 820-1135.

Print Name DAVID CORRALES Address 5536 PINE LEAF AVE.
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Signature Lisa Luera Phone (909) 210-6059

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Signature Chris Kitiros Phone (909) 355 9416

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Signature Rul Miller Phone 909 473-0506

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Print Name ROSA Mendoza Address 19727 CASMALIA St
Phone (909) 877-5183 Signature Rosa C Mendoza

Print Name Maria Vargas Address 419 N. Acacia Ave.
Phone (909) 875-1710 Signature Maria Vargas

Print Name Lorene Murray Address 18372 Marygold, Bloomington
Phone 909-877-1314 Signature Lorene Murray

Print Name ISAAC Bates Address 608 Magretta Ae
Phone 909-526892 Signature Isaac Bates

Print Name Maria Felix Address 568 N. Lancewood Rialto CA 92376
Phone 909 8751715 Signature

Print Name GERGE MARINOF Address 9585. W. SUNRISE DR.
Phone 909.349.1306 Signature G. Marinoff

Print Name Angel Arello Address 819 Est WinchtesteR Dr 923
Phone Signature

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Print Name Maria Johnson
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Phone (909) 875-5883
Signature

Print Name TOMAS A. ALDANA
Address 776 W GROVE St. RIALTO CA. 923
Phone 909-875-4316
Signature

Print Name Mark Agramonte
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Phone (909) 800-3136
Signature Mark Agramonte

Print Name Arlene Marquez
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Phone (909) 8 349-0838
Signature Arlene Marquez

Print Name Craig Viggen
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Phone (909) 871-9702
Signature Craig Viggen

Print Name Norma Roiz
Address 19379 Cheshire St.
Phone 909) 472-88-24
Signature Norma Ruiz

Print Name NINA J. SNEll
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Signature Nina J Snell

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Phone 909) 3571923 Signature Delores Sylue

Print Name RONNIE Mendivil Address 3635 N. Lily Dr
Phone 909.854.3857 Signature

Print Name Elvia Gomez Address 951. N. Millard Ave Ria
Phone 909 875-1105 Signature

Print Name LORI DAVIS Address 2209 N. YUCCA AVE Rialto
Phone 875-1335 Signature Lori Davis

Print Name Mickie Sanchez Address 858 W. Bohnert Ave
Phone 909- 877-5771 Signature

Print Name Richard Pyu Address 1118 W Cheshire St.
Phone 909-319-2826 Signature

Print Name Cynthia Jobe Address 2406 N. Sycamore Ave
Phone 909.875.2639 Signature Cynthia Jobe

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Print Name Suzanne Reynoso Address 2551 n. Linden Ave, Rialto
Phone (909) 838-0604 Signature Suzanne Reynoso

Print Name DebrA Linseth Address 2583 N. Linden Ave, Rialto
Phone 909-275-0285 Signature Debra Linseth

Print Name Rebecca Hollis Address 1206 Evergreen St. Rialto
Phone (909) 874-2605 Signature Rebecca L. Hollis

Print Name Jimmie Hill Address 147 Pomegranate Rialto
Phone (909) 875-6126 Signature

Print Name Catherine A Letteer Address 1170 W. Evergreen St Rialto, CA
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Print Name GINA TEIG Address 1162 W. NORWOOD ST.
Phone 909-562-0563 Signature Gina D Teig

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Phone (909) 543-8247 Signature Martin Vivas

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Print Name Steven Molinari Address 2557 N. Linden
Phone 909-953 6783 Signature Steve Molinari

Print Name Steve Duncan Address 2232 N LINDEN
Phone (909)685 1779 Signature

Print Name Address
Phone Signature

Print Name Brett Platt Address 3857 W. Silver Tree CT
Phone 909-355-5884 Signature

Print Name JULIE PEREZ Address 1315 W. Norwood St
Phone 909 874-3386 Signature

Print Name Stacy Plott Address 3854 N. Silver Tree Ct.
Phone 909 355-5884 Signature Stacy Plott

Print Name RYAN Doyle Address 19245 MESA ST
Phone ~~909~~ (760) 246-2607 Signature

Print Name TAMRA Underwood Address 19165 Mesa St. Rialto
Phone 909-873-8303 Signature Tamra Underwood

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[redacted]

Print Name Jonathan Butler Address 22132 N Linden Ave
Phone 951-8[illegible]-8062 Signature

Print Name Grant Legg Address 2121 W. Dawnview Dr.
Phone 909-356-5155 Signature

Print Name Angela Gonzalez Address 2822 Sunrise Ave Rialto, CA 92377
Phone (909) 574-6752 Signature Angela Gonzalez

Print Name Danielle Guerrero Address 11848 Justine Way Adelanto 92301
Phone 951-805-8391 Signature

Print Name Evelyn Ogle Address 2784 Via Bello Rialto 92377
Phone 829-4991 Signature

Print Name Marie Villegas Address 3645 N Lily Dr.
Phone 909-574-5966 Signature Marie Villegas

Print Name [illegible] Address 2475 [illegible]
Phone 909) 875-1510 Signature

Print Name Julie Sarabia Address 2546 W Loma Vista Dr
Phone 909) 829-3830 Signature Julie Sarabia

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Print Name Janis Dunn-Stacy Address 2232 N. Linden Dr
Phone (909) 355-0647 Signature

Print Name Elveshia Stacy Address 2232 N. Linden Avenue
Phone (909) 952-4560 Signature Elesha Stacy D.

Print Name Mike Ford Address 2411 W Via Lindo Dr
Phone 909 356 5820 Signature

Print Name Rod Huter Address 2232 Linden Ave
Phone 909-244-4751 Signature Rod Hut

Print Name Shareka Jordan Address 3214 N. Amberwood
Phone 909 440 3451 Signature Rialto CA 92377

Print Name Valerie Briones Address 2008 W. Via Bello Dr
Phone 909-587-8507 Signature Valerie Briones

Print Name Stacey Hill Address 2503 W Fairview
Phone 9098223876 Signature Anastasia Hill

Print Name Jeremy rogers Address 3312 N. linden Ave
Phone 909 -874-8371 Signature Jeremy Rogers

Calnev Pipeline Extension Project

Print Name Cheryl Johnson Address 1422 W. Wildflower St Rialto
Phone 909 877-9275 Signature Cheryl Jo

Print Name Kristin Eggleston Address 3573 N. Verbena Dr. Rialto
Phone 9093571950 Signature

Print Name Monica Palafox Address 4070 Sugar Pine Ave Rialto
Phone (909) 428-0277 Signature Monica Palafox

Print Name Maury Palafox Address 4070 Sugar Pine Ave Rialto
Phone (909) 428-0277 Signature Maurice Palafox

Print Name Camille Sumpter Address 1834 Universal Ave.
Phone (909)887-0400 Signature Camille Sumpter

Print Name RAUL MARTINEZ Address 204 S. ALAMEDA AVE
Phone (909)863-8440 Signature

Print Name Monique Winters Address 1149 W. Galway St
Phone (909) 874-1072 Signature Monique Winters

Print Name Tracy Cortez Address 865 W Tibbot St
Phone 875-5659 Signature Tracy Cortez

Calnev Pipeline Extension Project

Print Name Raquel Keeney Address 2593 W. Fairview Dr.
Phone 909·822 5876 Signature Raquel K

Print Name Steve Thompson Address 1422 Wildflower
Phone (909)877-9275 Signature Steve Thompson

Print Name Leticia Jackson Address 5561 Sycamore
Phone (909) 820-5840 Signature

Print Name Marline Mendiveles Address 2347 W Via Lindo De Rialto 92377
Phone (909) 961-5540 Signature

Print Name Address
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Calnev Pipeline Extension Project

Print Name Veronica Lozaya Address 3570 N. Daisy Dr
Phone 9/497-0558 Signature

Print Name Claudia Zazueta Address 3976 n Flame tree av
Phone 909 355-0352 Signature

Print Name Graciella T. Ruiz Address 893 Tibbot st
Phone (909) 874-5749 Signature Graciella T. Ruiz

Print Name MAtt Reemy Address 2593 W. Fairview dr.
Phone (909) 644-2293 Signature

Print Name Susie Hernandez Address 2633 W. Fairview Dr Rialto ca 91788
Phone 909 355-3126 Signature Susie H

Print Name Tricia Cordura Address 3530 N Daisy DR
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Print Name Anethi Green Address 2548 N church Ave
Phone 909 421-3860 Signature Anethi Green

Calnev Pipeline Extension Project

Print Name ERIC BALAM Address 3224 N. AMBERWOOD AVE, RIALTO, CA 9237
Phone (909) 574-9188 Signature

Print Name Angel Granados Address 2751 W. SUNRISE LN.
Phone 909 / 994-1920 Signature

Print Name Andrew Hawkins Address 2580 W. Plaza Serena DR. Rialto
Phone 909) 427-8316 Signature

Print Name (909) 877-0270 Address 1787 West Coast Blvd
hone Gamaliel Beltran Signature

Print Name Sheri Landazuri Address 2253 W. Dawnview Dr. Rialto CA 92377
Phone 909 357-1780 Signature Sheri O Landazuri

Print Name Sherri Stanfield Address 5716 Magnolia Ave.
Phone (909) 820-0887 Signature Sherri Stanfield

Print Name Melissa Hall Address 2748 N Cedar Ave
Phone (909) 820-7172 Signature Melissa Hall

Print Name Martin Hall Address 2748 N, Cedar Ave
Phone (909) 820-7172 Signature MJ Hall

Calnev Pipeline Extension Project

Print Name Dana Hall Address 2248 N Cedar Ave Rialto.
Phone 909 8207172 Signature Dana Hall

Print Name Maria Corral Address 3686 N plum tree ave RIALTO
Phone 909(356-5671 Signature Maria Corral

Print Name Veronica Martinez Address 3686 N Plum Tree Dr Rialto
Phone (909) 356 5671 Signature

Print Name Roque Martinez Address 3686 N. Plum Tree Dr. Rialto
Phone (909)356·5671 Signature Roque Martinez

Print Name Anthony Villegas Address 3645 N. Lily Dr Rialto CA 92377
Phone (909) 574-5944 Signature

Print Name Brian Teig Address 1162 W. Norwood St
Phone (909)5620563 Signature Brian L Teig

Print Name Brenda Tucker Address 1132 W. Cheshire St.
Phone (709)772 2135 Signature Brenda Tucker

Print Name Laura Bullington Address 3843 N. Flame Tree Ave
Phone 909 429-9791 Signature

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Print Name Sherry Leannie Address 2567 Windhaven Dr.
Phone 909-822-4724 Signature

Print Name SERGIO GUZMAN Address 569 N church Ave
Phone (909) 875-7423 Signature

Print Name JACKIE ULLOA Address 1424 W. SHAMROCK
Phone (909) 421-1264 Signature

Print Name CONNIE Sepulveda Address 1104 ARbeth ST Rialto, Ca.
Phone 685 8194 Signature Connie Sepulveda

Print Name NATALIE HERNANDEZ Address 1104 Arbeth ST, RiALTO CAL
Phone 855 4577 Signature

Print Name StepHanie landeros Address 3451 N. Silver Berry Dr
Phone 355 7284 Signature Landeros

Print Name Angel Mobley Address 995 W. Cheshire St. Rialto, CA 923
Phone 909-877-0140 Signature A Mobley

Print Name Gracie Fuerte Address 2852 W. La Morada Dr., Rial 9237
Phone 909-350-2084 Signature Gracie Fuerte

Calnev Pipeline Extension Project

Print Name Antonio. PARTIDA Address 2476 N Glen Wood Ave
Phone (909) 421-8453 Signature

Print Name R.J. Brotzman Address 2177 W. Dawnview Dr. 92377 CA.
Phone (909)-823-0723 Signature R.J. Brotzman

Print Name MARIO SANCHZ Address 1424 W. BANYON ST 92377
Phone 909 877 1768 Signature M. SANCHZ

Print Name Heide Oth Address 3536 N. Fernwood Ave 92377
Phone 9094291833 Signature

Print Name April Brotzman Address 2177 W. Dawnview Dr Rialto CA 92377
Phone (909) 823-0723 Signature

Print Name Alfredo Gonzalez Address 2922 Sunrise Ave Rialto CA 9237
Phone (909) 957-2020 Signature Alfredo Gonzalez

Print Name MARTIN SALAS Address 2583 N LINDEN RIALTO
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Print Name Patricia Salas Address 2583 N. Linden Ave
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Calnev Pipeline Extension Project

Print Name Lois Hammack Address 2583 N. Linden Ave. Rialto 923
Phone 909-873-4579 Signature Lois Hammack

Print Name Address
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Print Name Address
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Print Name Address
Phone Signature

Print Name Address
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Print Name Address
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Print Name Address
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Calnev Pipeline Extension Project

Print Name CINDY ARROYO Address 2504 N. WISTERIA AVE. Rialto (9237
Phone (909) 874-4305 Signature

Print Name VAZIRA Villegas Address 222 N. Magnolia Ave. Rialto 92376
Phone 909-873-1139 Signature Nazina Villegas

Print Name Felix Escobar Address 350 S. Willow Ave. Rialto 9237
Phone 909-820-6051 Signature Felix Escobar

Print Name Julio M. Hernandez Address 222 N. Magnolia Ave. Rialto 923
Phone 909-873-1139 Signature

Print Name Martha Singh Address 2519 N. WISTERIA RIALTO CA 9237
Phone (909) 746-0179 Signature

Print Name Charanjit Singh Address 2519 N. WISTERIA AVE RIALTO CA 9237
Phone (909) 519-3933 Signature

Print Name Amarjit SINGH Address 2519 N. Wisteria Av Rialto CA 92377
Phone (909) 519-2316 Signature

Calnev Pipeline Expansion Project Rialto Citizens Concerns

Print Name DENNIS EAKIN Address 2725 Plaza Serena Dr
Signature Phone 9093578520

Print Name Alma Lavender Address 3650 W [illegible]
Signature ALMA LAVENDER Phone 1-(909) 822-4799

Print Name MICHELLE LEONARD Address Michelle Leonard
Signature 2725 PLAZA SERENA RIALTO Phone 909 350-2449

Print Name JUDY ROBERTS Address 2536 W. Loma Vista
Signature Judy Roberts Phone 357.7357

Print Name Address
Signature Phone

Print Name Address
Signature Phone

Print Name Address
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Print Name Address
Signature Phone

Print Name Address
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Print Name Nelly Gutierrez Address 854 So Brampton A Rialto
Signature Nelly Gutierrez Phone 909) 685-3069

Print Name Christina Rodarte Address 3308 n. morning Glory Dr
Signature Phone 5743778

Print Name Address
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Print Name Lilibeth Meza Address 1554 N. Brampton Rialto
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Print Name Edward Chesonis Address 1020 N Elmwood Ave
Signature Phone (909) 874-0457

Print Name Carlos Beltran Address 313 N. Brampton Ave
Signature Carlos Beltran Phone (909) 877-5642

Print Name Raquel Garcia Address 1095 N. Brentwood Ave
Signature R. Garcia Phone (951) 206-1170

Print Name Cristina Klopping Address 1036 S Riverside Ave
Signature Cristina Klopping Phone Rialto CA 92376 (434 6707

Print Name Ana Aguayo Address 350 N. Magnolia Ave
Signature Phone Rialto, CA 92376 (586-425

Print Name Gisella Cardenas Address 550 N. Pampas Ave. Rialto, CA 923
Signature Phone (909) 875-7342

Print Name Address 3571 N. Amberwood Ave
Signature FeliciaLimbrick Phone 909-3560163

Print Name D Ellsw Address 237 W. Lorelane Rialto CA 9237
Signature Diana Ellsworth Phone 909 820-4354

Le pedimos que **considere** rutas alternas tales como zonas industrializadas o que estén menos pobladas, ya que un menor número de personas se verán afectadas por la construcción y sobretodo, por los efectos a largo plazo que esta expansión tendrá en nuestras vidas y en la vida de las futuras generaciones.

Atentamente,

Los residentes de Rialto

Nombre Yadira N. Solis
Domicilio 1353 N. Fillmore Ave. Rialto, CA. 92376
Firma Yadira N. Solis
Teléfono (909) 874-7152

Nombre
Domicilio
Firma
Teléfono

Nombre
Domicilio
Firma
Teléfono

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Domicilio
Firma
Teléfono

Nombre
Domicilio
Firma
Teléfono

Nombre
Domicilio
Firma
Teléfono

3 de mayo de 2008

Edythe Seehafer

Coordinador Ambiental

BLM Barstow Oficina de Campo

2601 Barstow Road

Barstow, CA 92311

Re: CALNEV proyecto de ampliación del gasoducto

Sra Seehafer:

Nos preocupa Rialto los ciudadanos que viven dentro de 5 millas de la tubería existente Calnev sistema, que transporta combustible para aviones, diesel y gasolina de la terminal del Norte Colton en la ciudad de Colton a la terminal de Las Vegas en Nevada.

Como ciudadanos preocupados, creemos que no será en nuestro mejor interés de tener Kinder Morgan (los propietarios y operadores del sistema de tuberías) para instalar otros 16 pulgadas de diámetro de las tuberías de nuestra región para el transporte de productos petrolíferos, que son inflamables y tóxicos .

Entendemos que la demanda proyectada para el combustible para aviones en el Aeropuerto Internacional McCarran en Las Vegas "requerirá un aumento significativo en el suministro de combustible para reactores en los próximos 20 años". Sin embargo, creemos firmemente que es un precio muy alto para nosotros pagar por el aumento de la demanda de productos petrolíferos en Las Vegas, habida cuenta de que nuestra seguridad, nuestros hijos está en peligro, si el proyecto de expansión sigue como se propone: a correr / install un nuevo sistema de 16 pulgadas de diámetro a lo largo de las tuberías existentes de 8 pulgadas sistema de ductos en Linden Avenue en Rialto.

Algunas de nuestras preocupaciones son las siguientes:

Los daños a vidas y bienes en caso de una explosión se produjera.

Toxinas en torno a la contaminación del suelo y del aire.

Los estudiantes, residentes y peatones "la seguridad durante la fase de construcción desde la escuela secundaria y el parque están dentro de los pies del sitio y después de la construcción, si la explosión se produjera.

De tráfico y de circulación durante la construcción se verá afectado, ya que las tripulaciones de trabajo y el equipo se obstruyen los estudiantes de secundaria y residentes que asisten a la escuela y las actividades del parque.

Excavación no autorizada en Linden Avenue desde esta calle (Norte de Casmalia) está situado en una zona residencial desarrollados.

Le instamos a considerar rutas alternativas en las zonas menos desarrolladas y / o zonas industriales eran residentes serían menos afectados por la construcción del nuevo sistema de ductos, pero sobre todo por los efectos a largo plazo esta ampliación tendrá en nuestras vidas y las vidas de Rialto futuras generaciones.

Atentamente,

Nombre Glafira S. Curiel

Dirección 986 W. Grove St.

Firma

Teléfono (909) 873-26-04

3 de mayo de 2008

Edythe Seehafer

Coordinador Ambiental

BLM Barstow Oficina de Campo

2601 Barstow Road

Barstow, CA 92311

Re: CALNEV proyecto de ampliación del gasoducto

Sra Seehafer:

Nos preocupa Rialto los ciudadanos que viven dentro de 5 millas de la tubería existente Calnev sistema, que transporta combustible para aviones, diesel y gasolina de la terminal del Norte Colton en la ciudad de Colton a la terminal de Las Vegas en Nevada.

Como ciudadanos preocupados, creemos que no será en nuestro mejor interés de tener Kinder Morgan (los propietarios y operadores del sistema de tuberías) para instalar otros 16 pulgadas de diámetro de las tuberías de nuestra región para el transporte de productos petrolíferos, que son inflamables y tóxicos .

Entendemos que la demanda proyectada para el combustible para aviones en el Aeropuerto Internacional McCarran en Las Vegas "requerirá un aumento significativo en el suministro de combustible para reactores en los próximos 20 años". Sin embargo, creemos firmemente que es un precio muy alto para nosotros pagar por el aumento de la demanda de productos petrolíferos en Las Vegas, habida cuenta de que nuestra seguridad, nuestros hijos está en peligro, si el proyecto de expansión sigue como se propone: a correr / install un nuevo sistema de 16 pulgadas de diámetro a lo largo de las tuberías existentes de 8 pulgadas sistema de ductos en Linden Avenue en Rialto.

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Los daños a vidas y bienes en caso de un explosión se produjera.

Toxinas en torno a la contaminación del suelo y del aire.

Los estudiantes, residentes y peatones "la seguridad durante la fase de construcción desde la escuela secundaria y el parque están dentro de los pies del sitio y después de la construcción, si la explosión se produjera.

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Excavación no autorizada en Linden Avenue desde esta calle (Norte de Casmalia) está situado en una zona residencial desarrollados.

Le instamos a considerar rutas alternativas en las zonas menos desarrolladas y / o zonas industriales eran residentes serían menos afectados por la construcción del nuevo sistema de ductos, pero sobre todo por los efectos a largo plazo esta ampliación tendrá en nuestras vidas y las vidas de Rialto futuras generaciones.

Atentamente,

Nombre María Eugenia Perez

Dirección 934 W. Grove St
Rialto CA 92376

Firma

Teléfono (909) 820 6426

c: Grace Vargas, Mayor of City of Rialto
Winifred L. Hanson, City of Rialto Mayor Pro Tem
Joe Baca Jr., City of Rialto Council Member
Deborah Robertson, City of Rialto Council Member
Ed Scott, City of Rialto Council Member
Bob Gorham, Division Chief, Pipeline Safety Division
Virgie Jackson, Assistant Gov. Program Analyst
Carrie Hyke, Principal Planner, Land Use Services Department County of San Bernardino

Bureau of Land Management / County of San Bernardino

Public Scoping Meeting

Calnev Pipeline Extension Project Joint EIS/EIR

Rialto, CA – April 30, 2008

COMMENTS

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety

Thank you for participating in tonight's Public Scoping Meeting on the Calnev Pipeline Expansion Project Joint EIS/EIR

Your comments on the scope and focus of the environmental review are encouraged.

Name (please print legibly): Martin & Patricia Salas

Affiliation (if applicable): Resident

Phone: 909-873-4579 or 909 800-0543 Email: pattys82@hotmail.com

Mailing Address: 2583 N. Linden Ave

City, State, Zip: Rialto, CA 92377

COMMENTS:

What issues should be addressed in this environmental document?

When & where is this project going to break ground?
How will this affect access to our properties during construction?
when do replace old pipeline?
Has the route been set on N. Linden Ave North of airport?
What ~~of~~ will be the deciding factor of route of pipeline?
we have 3 houses accross from carter high school
2551 N. Linden Ave, 2571 N. Linden & 2583 N. Linden Ave & would
like you to consider & alternate route than Linden Ave
between Highland & riverside Ave. Thank you Patty Salas

Send comments to: BLM Barstow Field Office, attn: Edythe Seehafer, Environmental Coordinator,
2601 Barstow Road, Barstow, CA 92311 (760) 252-6021, by fax at (760) 252-6099 or by e-mail at eseehafe@ blm.gov.

Vulcan
Materials Company

Western Division

RECEIVED
MAY 03 2008
LAND USE SERVICES DEPT.
ADVANCE PLANNING DIVISION

May 5, 2008

Ms. Carrie Hyke, AICP, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department
County of San Bernardino
385 North Arrowhead Avenue
San Bernardino, CA 92415-0182

Dear Ms. Hyke:

My letter responds to the County's Notice of Preparation for the CalNev Pipeline Expansion Project dated March 17, 2008.

The attached maps, furnished by URS the County's consultant on this project, shows the alternative route for the proposed pipeline utilizing Institution Road, a private road owned by Vulcan.

Institution Road crosses the Cajon Creek floodway at grade. During storm events the road is subject to flooding and erosion.

In addition Institution Road crosses the Cajon Creek Conservation Area which is home to over 20 sensitive species including the listed San Bernardino Kangaroo Rat. Alteration of the Creek's hydrological regime, either during construction or later when the proposed pipeline is in operation could impact this area's sensitive habitat and resident sensitive and listed species. The proposed route if it occurs within Cajon Creek's active floodway also has this same potential.

Placing a fuel transporting pipeline in an active stream channel also possess risks to the area's water supplies should a release occur. Downstream aqueducts of the Metropolitan Water District's and San Gabriel Valley Municipal Water District's and the well field of the Muscoy Mutual Water District's could be imperiled.

We ask that these impacts and risks be addressed by the forthcoming EIR/EIS.

Sincerely,

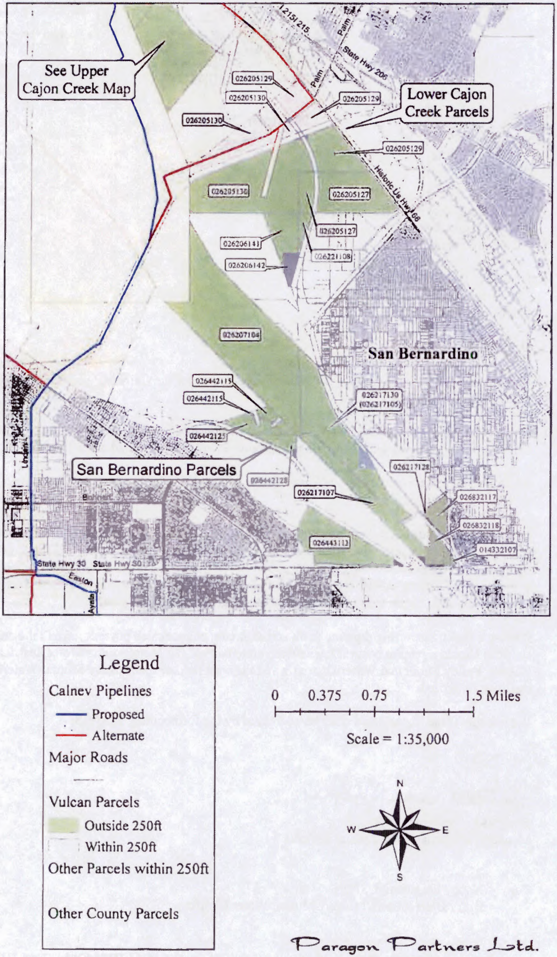
Douglas W. Sprague

Douglas W. Sprague
Manager, Reclamation & Special Projects

Copy: Nancy Ferguson, USFWS
Berry Bierschbach, Muscoy Mutual Water District

3200 SAN FERNANDO ROAD • LOS ANGELES, CALIFORNIA 90065-1415 • TELEPHONE 323 258-2777

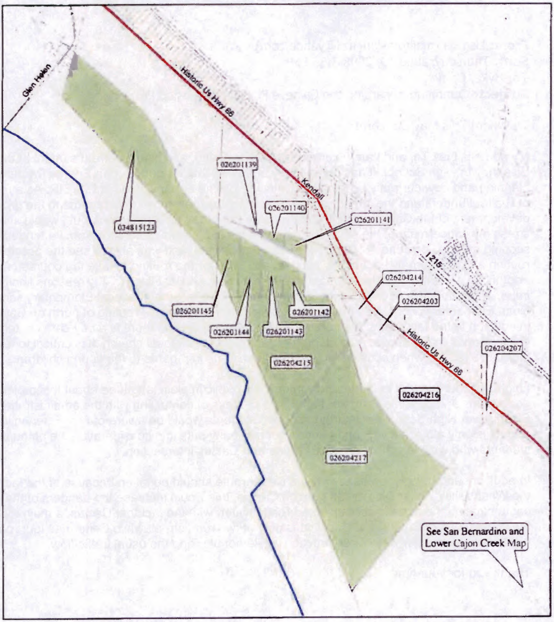
Vulcan Properties - San Bernardino and Lower Cajon Creek



See Upper Cajon Creek Map
Lower Cajon Creek Parcels
San Bernardino Parcels
San Bernardino
I 215/I 215
Palm
State Hwy 206
Historic Us Hwy 66
State Hwy 30
Easton
Ayala
Linden
Bohnert
026205129
026205130
026205130
026205129
026205129
026205130
026205127
026205127
026206141
026221108
026206142
026207104
026442115
026442115
026217130
026217105
026442125
026442128
026217128
026217107
026832117
026832118
026443113
014332107
Legend
Calnev Pipelines
Proposed
Alternate
Major Roads
Vulcan Parcels
Outside 250ft
Within 250ft
Other Parcels within 250ft
Other County Parcels
0
0.375
0.75
1.5 Miles
Scale = 1:35,000
N
W
E
S

Paragon Partners Ltd.

Vulcan Properties - Upper Cajon Creek


Glen Helen
Historic Us Hwy 66
026201139
Kendall
026201140
026201141
034815123
1215
026204214
026204203
026201145
026201142
026201144
026201143
Historic Us Hwy 66
026204207
026204215
026204216
026204217
See San Bernardino and Lower Cajon Creek Map

Legend

Calnev Pipelines

- Proposed
- Alternate

Major Roads

Vulcan Parcels

- 🟩 Outside 250ft
- Within 250ft

Other Parcels within 250ft

Other County Parcels

0 0.15 0.3 0.6 Miles

Scale = 1:18,000

Paragon Partners Ltd.

From: Lisa Ta [mailto:asian_azil@yahoo.com]
Sent: Thursday, June 19, 2008 3:53 PM
To: Hyke, Carrie
Subject: Comments regarding the Calneve Pipeline Expansion Project

To Whom This May Concern:

My name is Lisa Ta, and I am a current resident in Rialto, and also a current student at the local Eisenhower High School. It has come to my attention, that Kinder Morgan Energy Partners are planning and now currently scoping the Calnev Pipleline Expansion Joint EIS/EIR. As a resident of Rialto, I understand the importance and need for this new pipeline in regards to the growth and development of the California High Desert region and the Las Vegas area, but I would still like to stress my concern about the saftey of the residents in the area of construction. I attended your scoping meeting on June 18, 2008 at Carter High School, and was able to see the possible routing and its alternatives. I highly suggest and urge for the routing to take the course of west on Foothill Blvd, north on Cedar Ave. and then west again on Baseline Rd. My reasons finding it important to take this alternative route is because of the fact that the local Elementary school, Dunn Elementary is only less than a block away from the possible routing of north on Cactus Ave, in addition to the fact that at the corner of Etiwanda and Cactus there is a day care center for children ages 3 and above. Also along the Cactus route is a local church. It is critical to take an alernative routing when considering the health hazards in regards to the young children.

I highly encourage you to thouroughly inform the public in plain language about this project, its goals, aims and possible dangers. I am in the process of contacting with the administration at Eisenhower High School, so that the staff and students would be aware of this. Eisenhower High School is only a block away, and I hope your company puts into consideration the amount of students who walk to school on the Baseline and Cactus intersection.

In addition, another reason as to why the Cedar route should be taken because of the fact that the West Valley Water District lies right on Cactus, this would increase the dangers of the pipeline contaminating the already contaminated Rialto water, with the fact that Cactus, a main road, in the intersection of Cactus and Baseline is only at two road street, while Cedar has four roads, this would ensure a better way of construction, while not blocking the usual traffic flow.

Thank you for your time,

Lisa Ta
Current resident of Rialto and Eisenhower High Student

Post Script:
Please forward this to the correct department if need be.

April 17, 2008

Hamid & Mojgan Taeb
P.O. Box 12462
Pleasanton, CA 94588

Carrie Hyke, AICO, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department
County of San Bernardino
130 Battery Street, Suite 400
San Francisco, CA 94111

Re: Calnev Pipeline Expansion Project

Dear Ms. Hyke:

I am in receipt of your Notice of Preparation dated March 17, 2008, regarding the above project. I am a land owner (parcel #0469051090000) near the proposed pipeline project. Please be advised that I am opposed to the construction of any petroleum pipeline and/or facility within a one mile radius of my property. I will do whatever means necessary to contest the construction of this pipeline and facility.

Sincerely,

Hamid Taeb

Enclosure: Original Report dated 3/17/08

cc: Katharina Keough, Paragon Partners, Ltd.

County of San Bernardino

NOTICE OF PREPARATION

DATE: March 17, 2008

TO: Responsible Agencies and Interested Parties

SUBJECT: Notice of Preparation of a Draft Environmental Impact Statement and a Draft Environmental Impact Report

PROJECT TITLE: **Calnev Pipeline Expansion Project**

An environmental review of the project must be conducted under both California Environmental Quality Act (CEQA), and the National Environmental Policy Act (NEPA). Implementation of the project will require discretionary approvals from federal, state, and local agencies, and therefore, this project is subject to the environmental review requirements of both NEPA and CEQA. As Lead Agency for CEQA, the County of San Bernardino issues this Notice of Preparation for the proposed Calnev Pipeline expansion project from Colton, California to Las Vegas, Nevada.

To ensure coordination between the NEPA and CEQA processes, and to avoid duplication of effort, the lead agencies will prepare a joint Environmental Impact Statement/Environmental Impact Report (EIS/EIR) as recommended by 40 CFR § 1506.2 and CEQA Guidelines § 15222. The Bureau of Land Management (BLM) will be the NEPA Lead Agency and the County of San Bernardino ("County") will be the CEQA Lead Agency, for preparation of the EIS/EIR. The BLM and County have agreed to work together on this Project and a Joint EIS/EIR will be prepared.

The BLM and the County will evaluate whether potentially significant environmental effects will result from the project. The EIS/EIR will assess the effects of the proposed project on the environment, identify potentially significant impacts, identify feasible mitigation measures to reduce or eliminate potentially significant environmental impacts, and discuss potentially feasible alternatives to the proposed project that may accomplish basic project objectives, while lessening or eliminating any potential significant project impacts.

This Notice provides a description of the proposed project and solicits comments from responsible agencies, trustee agencies, federal, state and local agencies and the general public, on the scope and content of the environmental document to be prepared to analyze the environmental impacts of the proposed project. Comments received in response to this Notice will be reviewed and considered by the lead agencies in determining the scope of the EIS/EIR. Due to time limits, as defined by CEQA, your response should be sent at the earliest possible date, but no later than 60 days after

publication of this notice. We need to know the views of your agency as to the scope and content of the environmental information that is germane to your agency's statutory responsibilities in connection with the proposed project.

Written comments may be submitted to BLM Barstow Field Office, attention: Edythe Seehafer, Environmental Coordinator, 2601 Barstow Road, Barstow, CA 92311. Comments can also be faxed to (760) 252-6099 or emailed to eseehafer@ca.blm.gov. Please include the name, phone

PROJECT DESCRIPTION

Environmental Setting

Calnev Pipe Line, LLC, as operating partner with Kinder Morgan Energy Partners, has applied for a ROW on public lands to expand and reconstruct 233 miles of pipeline in California and Nevada. The existing Calnev system provides petroleum products delivery to the Las Vegas area through two existing pipelines from the North Colton terminal in Colton, California to Bracken Junction in Las Vegas, Nevada. The main components of the proposed project are shown on Figure 1.

Projected increases in commercial air traffic in and out of McCarran International Airport in Las Vegas will require significant increases in jet fuel supplies over the next 20 years. An expanded and modernized pipeline will serve that need. The project would include construction, operation and maintenance of a new 16-inch diameter pipeline from Colton to Las Vegas; new pumps, an electrical substation and other ancillary facilities to increase pumping at Colton; a new pump station, electrical substation and ancillary facilities at Baker; as well as new or modified connections to existing laterals. Pipeline construction will take place over 12 months and is anticipated to begin in late 2009 or early 2010.

Project Activity

As proposed, the Project would require a right-of-way (ROW) on lands managed by the BLM, the US Forest Service (USFS) and the Department of Defense (DoD), a franchise agreement and Conditional Use Permit from the County, and appropriate permits from state, federal and local jurisdictions. Therefore, approval of the Project will require compliance with both the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA), as well as ROW and planning regulations promulgated under the Mineral Leasing Act. In addition, the project as currently proposed would require amendment of the BLM's land-use plan, the California Desert Conservation Area (CDCA) Plan. The Plan amendment process will be conducted concurrently and integrated with the NEPA process, as part of the EIS/EIR.

Potential Environmental Impacts

The Lead Agencies have determined that this project could result in significant environmental impacts and/or have a significant impact on the quality of the human environment. As such, preparation of a joint EIS/EIR is appropriate. Accordingly, the Lead Agencies did not prepare an Environmental Assessment or Initial Study for the project. However, the Lead Agencies have identified the following environmental considerations as potential significant effects of the project:

- Aesthetic/Visual
- Air Quality
- Archeological/Historic
- Biological Resources
- Geologic/Seismic
- Land Use
- Soil Erosion/ Compaction/Grading
- Toxic/Hazardous
- Traffic/Circulation
- Vegetation
- Water Quality
- Wetland/Riparian
- Cumulative Effects

Scoping Meetings

The BLM and the County will host three scoping meetings to provide the opportunity for the public to learn about the project and to share any concerns or comments they may have. Additionally, the public may submit information and identify issues to be addressed during the EIS/EIR process. The scoping meetings are scheduled from 6:00 – 8:00 p.m. in the following dates at the following locations:

- April 1, 2008 at Rialto Middle School, 324 N Palm Avenue, Rialto, CA 92376
- April 2, 2008 at Victor Elementary School District / Nisqualli Room, 15115 Nisqualli Road, Victorville, CA 92395
- April 3, 2008 at Parkdale Community Center, 3200 Ferndale St., Las Vegas, NV 89121

The meetings are an open house format to allow the public to visit with County and BLM representatives.

Comment Due Date

Due to the time limit of 30 days mandated by State law, your comments must be sent at the earliest possible date but not later than **May 17, 2008.**

Sincerely,

Carrie Hyke

Carrie Hyke, AICP, Principal Planner
Environmental and Mining Section
Advance Planning Division
Land Use Services Department County of San Bernardino

Bureau of Land Management / County of San Bernardino

Public Scoping Meeting

Calnev Pipeline Extension Project Joint EIS/EIR

Victorville, CA – April, 2 2008

COMMENTS

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Thank you for participating in tonight's Public Scoping Meeting on the Calnev Pipeline Expansion Project Joint EIS/EIR.
Your comments on the scope and focus of the environmental review are encouraged.

Name (please print legibly): Annette Swords

Affiliation (if applicable): home owner - mom

Phone: 760 403-6132

Email: AXANIC @ AOL,COM

Mailing Address: 9824 Avenal St.

City, State, Zip: Oak Hills, CA. 92344

COMMENTS:
What issues should be addressed in this environmental document?

Land Use [I feel the expansion project should not be allowed in the area of Baldy Mesa Elementary school.

[Kinder-Morgan says their pipe is old and needs to be replaced. It was there before the school so they can replace it bigger and better.

Opp. [I think if you live in the County, then it becomes a city your animals can live their lives but you cannot have any new ones.'

Roads [We just got a new Baldy Mesa Rd. To hear Kinder Morgan say they would trench it, then "Patch" is unacceptable. New roads are rare

Alternatives [in this area. Use this oppertunity, reroute the pipe, have Kinder-Morgan widen and make new roads just like a developer would do if they built.

Send comments to: BLM Barstow Field Office, attn: Edythe Seehafer, Environmental Coordinator, 2601 Barstow Road, Barstow, CA 92311 (760) 252-6021, by fax at (760) 252-6099 or by e-mail at eseehafe@blm.gov

BLM Barstow Field office

Attention Edythe Seehafer

Fax 760-252-6099

Re : Calnev Pipeline Expansion Project

Reference your March 17, 2008 notice. I own land which would be impacted by this proposed expansion, particularly if residential property has been built.] Land use

I am not in support of this pipeline going any where near my land.] OPP

Please make sure my comments are presented at any meetings and keep me informed.

My property is located on Yucca Terrace Dr., Phelan, Parcel # 3065471050000.

Sandy I Jo, Separate Property Trust.

Sandy Rixson

714-524-0878

April12, 2008

Bureau of Land Management / County of San Bernardino

Informational Meeting

Calnev Pipeline Extension Project Joint EIS/EIR

RECEIVED
LAND MANAGEMENT
08 JUN 17 AM 11:58
BARSTOW, CALIFORNIA

Oak Hills Community Center, Oak Hills, CA

June 5, 2008

COMMENTS

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment, including your personal identifying information, may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety

Thank you for participating in tonight's informational meeting on the Calnev Pipeline Expansion Project Joint EIS/EIR

Your comments on the scope and focus of the environmental review are encouraged.

Name (please print legibly): Charlotte C. Allison

Affiliation (if applicable): Oak Hills Property Owner's Association

Phone: (760) 947-1662 Email: charlotteallison@msn.com

Mailing Address: 9865 Desmond Dr.

City, State, Zip: Oak Hills, CA 92344-0264

COMMENTS:

What issues should be addressed in this environmental document?

Land Use/Safety

The existing pipeline + proposed new pipeline runs under the road that fronts an elementary school. Close to the same area is a middle school. Safety of the children is my concern. Another concern a large earthquake is expected in the near future.

Safety

A large pipeline running through the San Andreas fault is another large concern. The Oak Hills area relies

Water Quality

on underground well water. Water contamination is a large concern

Send comments to: BLM Barstow Field Office, attn: Edythe Seehafer, Environmental Coordinator, 2601 Barstow Road, Barstow, CA 92311 (760) 252-6021, by fax at (760) 252-6099 or by e-mail at eseehafe@ blm.gov.

Bureau of Land Management / County of San Bernardino
Public Scoping Meeting
Calnev Pipeline Extension Project Joint EIS/EIR

Rialto, CA – June 18th, 2008

COMMENTS

Note: Before including your address, telephone number, e-mail address, or other personal identifying information in your comment, you should be aware that your entire comment including your personal identifying information, may be made publicly available at any time. While you may ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so. All submissions from individuals identifying themselves as representatives or officials of organizations or businesses will be made available for public inspection in their entirety.

Thank you for participating in tonight's Public Scoping Meeting on the Calnev Pipeline Expansion Project Joint EIS/EIR

Your comments on the scope and focus of the environmental review are encouraged

Name (please print legibly): Robin Welker
Affiliation (if applicable): Resident
Phone: 909-42x-9493 Email: scrambled momsupcc@yahoo.com
Mailing Address: 1522 W. Indian St.
City, State, Zip: Rialto, CA 92377

Alternatives
land
use

COMMENTS:
What issues should be addressed in this environmental document?

You need to re-route the pipeline in Rialto to a
area that is LESS RESIDENTIAL! Possibly move it over
to Locust or even Alder where it is more industrial
+ less populated. As is it goes right by schools
+ busy residential areas in the north and that is
too dangerous! Another possible route could be Cactus to
Alder + up - again to avoid highly populated areas.
Avoid Ayala as well! Avoid schools + parks! Locust could work
but don't defeat the purpose by doubling back to Linden that's
To close to Cactus residential. Just go up Locust + continue NORTH!!
AWAY FROM HOMES + SCHOOLS!!

over →

Send comments to: BLM Barstow Field Office, attn: Edythe Seehafer, Environmental Coordinator,
2601 Barstow Road, Barstow, CA 92311 (760) 252-6021, by fax at (760) 252-6099 or by e-mail at eseehafe@blm.gov

COMMENTS *(Continued)*

Also, the Bloomington Ave route goes right by Bloomington Christian Elementary & High schools. Isn't there an alternate route to that school? Many school district employees & residents have their kids attend Bloomington Christian thinking they are safe!

Alternatives

June 18, 2008

Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Ms. Seehafer:

I oppose the pipeline expansion project in developed/urbanized areas in the City of Rialto because I am concerned with the following, as indicated in the Findings enumerated in the Special Report 281- Transmission Pipelines and Land Use – A Risk-Informed Approach published by the Transportation Research Board in 2004:

1. Pipeline incidents have potential for significant impact on life, property, and the environment.

2. Land use decisions can affect the risks associated with increased human activity in the vicinity of transmission pipelines.

3. Just as transmission pipelines pose a risk to their surroundings, so does human activity in the vicinity of pipelines pose a risk to pipelines. These risks increase with growth in population, urban areas, and pipeline capacity and network.

4. Encroachments and inappropriate human activity within the right-of-way can adversely affect pipeline safety.

In addition, the proximity of the pipeline system to Wilmer A. Carter High School is violating the California Code of Regulations Title 5, Section 14010 (h), which states that "the site (school facility) shall not be located near an above-ground water or fuel storage tank or within 1 500 feet of the easement of an above ground or underground pipeline that can pose a safety hazard as determined by a risk analysis study, conducted by a competent professional."

I insist that the BLM and County of San Bernardino consider alternative routes in less developed areas and/or industrial zones where residents would be less impacted by the construction and long-term effects of the new pipeline system.

Sincerely,

Name: Robin Walker
Signature:
Address: 1527 W Tudor St
City: Rialto
Phone: 909-428-9493
Zip: 92377

June 18, 2008

Edythe Seehafer
Environmental Coordinator
BLM Barstow Field Office
2601 Barstow Road
Barstow, CA 92311

Concerned Citizen's Comments

Name: Robin Walker Signature:

Address: 1527 W. Tudor City: Rialto

Phone: 909 428 9453 Zip: 92377

1. What issue should be addressed in this environmental document?

Get the pipeline as far away from
highly [illegible] populated [illegible]

2. My concern/s is/are:

Too close to residential areas

3. My recommendation/s is/are:

See #1

RECEIVED
LAND MANAGEMENT
08 APR 15 PM 2:09
BARSTOW
CALIFORNIA

BLM Barstow Field office

Attention Edythe Seehafer

Fax 760-252-6099

Re : Calnev Pipeline Expansion Project

Reference your March 17, 2008 notice. I own land which would be impacted by this proposed expansion, particularly if residential property has been built.

Land Use

I am not in support of this pipeline going any where near my land. → Opp.

Please make sure my comments are presented at any meetings and keep me informed.

My property is located on Yucca Terrace Dr., Phelan, Parcel # 3065471050000.

Sandy I Jo, Separate Property Trust.

Sandy Rixson Sandy K Rixson

714-524-0878

ADD. 17121 Santa Cruz Court
Yorba Linda, CA 92886

April12, 2008

Appendix J

Notice of Preparation Mailing List

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Railroad
Western Region, Public Projects
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San Bernardino, CA 92408

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Jesus S. & Josefina G. Hernandez
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J G Las Vegas Blue L L C
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1507 W. Via Bello Dr
Rialto, CA 92377-3863

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1524 W Sunnyview Dr
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2437 N Sycamore
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John R & Ruth A Cm John Benart
2438 N Locust Ave
Rialto, Ca 92377-4117

Pyramid Precast Co Inc
2438 N Locust Ave
Rialto, Ca 92377-4117

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245 N Riverside Ave
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Sacramento, CA 95826

West San Bernardino Co Water D
PO Box 920
Rialto, CA 92377-0920

Fahim, Ashraf and Mikhail, Mervat
1268 Flemington Rd.
Riverside, CA 92506-5645

Neil M. Orme
18779 Wildflower Way
Riverside, CA 92504-9588

Ngan T & Trung V Vu, Trung V. &
Ngan T. Vu
2515 McAllister St
Riverside, CA 92503-6139

Grotenhuis M Living Trust
6191 Kirk St
Riverside, Ca 92506-4636

N Soltan - Nadi & Muna Soltan
Trustees
6933 Royal Hunt Ridge Dr
Riverside, CA 92506-5549

Boral Resources Inc & Bryman Land
Co
Jim Arnold
8837 Digger Pine Dr
Riverside, CA 92508-3066

Jean P. Trust Getty
1717 Walnut Grove
Rosemead, CA 91770

Iseman, Cristopher M & Linda A
3033 Blandford Dr
Rowland Heights, CA 91748-4852

Mark Morrison
524 Anselmo Ave., Suite 224
San Anselmo, CA 92960-2665

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District
PO Box 920
Rialto, CA 92377-0920

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16522 Ridgefield Dr.
Riverside, CA 92503

Megh Nathan
19241 Marmalade Ct
Riverside, CA 92508-6229

Rolando & Cheryl I Gaza
4170 Nick St
Riverside, CA 92501-1724

Trade Resource Group Llc
6391 Magnolia Ave
Riverside, Ca 92506-2424

Malcolm Smith Motorsports
C/O Malcolm Smith
7563 Indiana Ave
Riverside, CA 92504

Hill-N-Gully Four Wheelers
C/O Ray & Pattie Montalvo
9219 Duncan Ave
Riverside, CA 92503

OK Enterprises, Kelly Lu
P.O. Box 6816
Rosemead, CA 91770-6816

Chohanin Belle Earl
11925 Las Vegas Blvd
S. Las Vegas, NV 89183-5432

Tesoro South Coast Co. LLC (new
owner), John Sherburne
300 Concord Plaza Dr.
San Antonio, TX 78216-6903

Rus Miller
2708 W Shendan
San Bernadino, CA

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4756-N Mayfield Ave
San Bernadino, CA 92407-3632

Toni L. Martinez & Joan Kirtley
1109 Knoll St.
San Bernardino, CA 92407-1339

San Bernardino Associated Gove
1170 W 3rd St Fl 2nd
San Bernardino, Ca 92410-1715

San Bernardino Co Trans Author
1170 W 3rd St Fl 2nd
San Bernardino, Ca 92410-1715

Tehran Sanaat Inc.
1212 S Mountain View Ave.
San Bernardino, CA 92408-3001

Albert Okura
1398 N. E St.
San Bernardino, CA 92408

Damron Family 1/11/02
1415 Dillson Rd.
San Bernardino, CA 92404-1543

Young, Matthew & Pamela
1558 Glen Helen Rd
San Bernardino, CA 92407-1524

Mathews Family 5/6/99
17010 Mathews Ranch Rd.
San Bernardino, CA 92407-1041

CA Crawford Properties LLC
1770 N Arrowhead Ave
San Bernardino, CA 92405-4112

Stephen & Kelly Cook
17983 Rancho Ave
San Bernardino, Ca 92407-1127

US National Forest
1854 S Commercenter Circle
San Bernardino, CA 92408

Carrie L Sears
18572 Cajon Blvd
San Bernardino, Ca 92407-1617

Christiansen Family Trust 11-20-02
18622 Cajon Blvd
San Bernardino, Ca 92407-1606

Susan W. Cargill
18632 Cajon Blvd
San Bernardino, Ca 92407-1606

Donald Gillespie
18654 Cajon Blvd
San Bernardino, Ca 92407-1611

Nolan C & Bonnie R Ingram
18672 Cajon Blvd
San Bernardino, Ca 92407-1606

O'howell Family Trust 3-9-04
18686 Cajon Blvd
San Bernardino, Ca 92407-1609

Tracie A.Greenwood
18690 Cajon Blvd.
San Bernardino, CA 92407-1612

Timothy V Howard
18710 Cajon Blvd
San Bernardino, Ca 92407-1608

Pamela M Galindo
18720 Cajon Blvd
San Bernardino, Ca 92407-1608

Baker Neal T Enterprises Inc
1875 Business Center Dr
San Bernardino, Ca 92408-3416

Anthony Q & Melanie M Perysian
18754 Cajon Blvd
San Bernardino, Ca 92407-1605

Lawrence & Bonnie J Hunter
18764 Cajon Blvd
San Bernardino, Ca 92407-1605

Elisabeth W Grogan
18774 Cajon Blvd
San Bernardino, Ca 92407-1605

Charles D & Ramona M Fox
18788 Cajon Blvd
San Bernardino, Ca 92407-1605

Dodd Family Trust 5/17/05
18824 Cajon Blvd
San Bernardino, Ca 92407-1610

William & Joyce Rosier
18826 Cajon Blvd
San Bernardino, Ca 92407-1601

Terry Lloyd
18850 Cajon Blvd.
San Bernardino, CA 92407-1610

Tom & Laura Gwin
18900 Cajon Blvd.
San Bernardino, CA 92704-1612

Robert W. & Shelley L Bird
18910 Cajono Blvd.
San Bernardino, CA 92407-1612

Garcilazo Family 3/31/01
c/o Alex & Antonia Garcilazo
18918 Cajon Blvd.
San Bernardino, CA 92407-1612

Steven & Laurena Greenblatt
18938 Cajon Blvd.
San Bernardino, CA 92407-1612

Ignacio & Augustine Gamboa
18950 Cajon Blvd.
San Bernardino, CA 92407-1612

Shirley A. Proch
18980 Cajon Blvd.
San Bernardino, CA 92407-1612

Dennis E & Judy M Bathurst
1900 Rex Cole Rd
San Bernardino, Ca 92407-1635

Dennis E & Judy M Bathurst
1910 Rex Cole Rd
San Bernardino, Ca 92407-1635

Frank & Norma Cacka
19110 Cajon Blvd.
San Bernardino, CA 92407-1616

MT & Michael Ewing Trust
19180 Cajon Blvd.
San Bernardino, CA 92407-1616

Grand Central Investments LLC
19407 Cajon Blvd.
San Bernardino, CA 92407-1622

City of San Bernardino
Water Dept.
195 D St.
San Bernardino, CA 92401

ANCO Distribution Inc.
19851 Cajon Blvd.
San Bernardino, CA 92407-1828

Blackwell Bros Automotive
198687 Cajon Blvd.
San Bernardino, CA 92407-1828

Kenaston Ronald J Kenaston Trust
201 Hillcrest Ave
San Bernardino, Ca 92408-2119

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2234 W Forest Ln
San Bernardino, CA 92407-1518

Jrj Transport Ptshp
2240 Ogden St Apt A
San Bernardino, Ca 92407-6231

Ramirez, Jose
2326 Glen Helen Rd
San Bernardino, CA 92407-1505

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255 N "D" Street Suite 308
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San Bernardino, CA 92408-3727

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San Bernardino, CA 92418

City of San Bernardino
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San Bernardino, CA 92418

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3146 Little Mountain Dr
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3197 Pepper Tree Lane
San Bernardino, CA 92404-2324

City of San Bernardino
330 N D St., Suite 300
San Bernardino, CA 92415-0001

State of CA Dept. Natl Resources
3800 N. Sierra Way
San Bernardino, CA 92405-2344

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396 Avery St
San Bernardino, Ca 92404-1703

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Sheng Zhang
410 Greenwood Ave, #A
San Bernardino, CA 92407

Caltrans District 8
464 W. 4th Street
San Bernardino, CA 92401

Jimmie Albert Enciso
5172 Chaparral Cir
San Bernardino, CA 92407-2802

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San Bernardino, Ca 92407-5107

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Public Works/county Surveyor
825 E 3rd St Rm 204
San Bernardino, CA 92415-1000

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P O Box 90369
San Bernardino, CA 92427-1369

San Bernardino Water Utilities Corp.
c/o Water Dept., City Hall
PO Box 710
San Bernardino, CA 92402-0710

Western Coast Equiment Inc.
PO Box 9128
San Bernardino, CA 92427-0128

Adelanto Market Plaza Llc
108 Kings Ct.
San Carlos, CA 94070-5800

Run Viking
Rodney Neibuhr
1081 , Camino Del Rio S Ste 225
San Diego, CA 92108-3545

Douglas C. Haywood, Celia
Haywood
2474 Madroncillo St
San Diego, CA 92114-1625

Robert & Janet Aaberg Trust
6558 Crystalaire Dr.
San Diego , CA 92120-3951

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Kimberly A. Elkhatib
5495 N. Valles Drive
San Bernardino, CA 92407-2379

AT&SF RR
740 Carnegie Dr.
San Bernardino, CA 92408-3571

San Bernardino County Flood
Control Dist.
825 E. 3rd Street
San Bernardino, CA 92415-1000

Inland Empire 4 Wheelrs
C/O Ron Burris
P.O. Box 5153
San Bernardino, CA 92403

J & R Specialty Metals Corp
PO Box 90490
San Bernardino, CA 92427-1490

David D & Marilyn A Bakeman Trust
PO Box 9346
San Bernardino, CA 92427-0346

Hook Family Trust 3-11-03
105 S El Camino Real
San Clemente, Ca 92672-4019

Gascon Group Llc
13240 Evening Creek Dr S, Ste 315
San Diego, CA 92128-4105

San Bernardino Hotel LLC
1685 Coolidge St.
San Diego , CA 92111-7530

James D Penar
Po Box 503736
San Diego , CA 92150-3736

Hubbs Family Real Estate Llc
580 Country Club Rd
San Bernardino, Ca 92404-2321

Sean S & Iris S Lee
8150 Cable Canyon Rd
San Bernardino, Ca 92407-1410

County of San Bernardino
825 E. 3rd Street
San Bernardino, CA 92415-1000

Osgood 10-10-03 /lt
Po Box 30121
San Bernardino, Ca 92413-0121

Branden E Wood
Wood Construction
PO Box 90580
San Bernardino, cA 92427-1580

Donald & Ellinora Stakes
PO Box 9595
San Bernardino, CA 92427-0595

Jasper Family By-pass Trust
4018 Calle Bienvenido
San Clemente, Ca 92673-2610

Ramona Leon
1850 Leon Ave
San Diego, CA 92154-2851

Marjorie L Boone Trust
2554 Clove St.
San Diego , CA 92106-1357

Hwong C Chiu, Hwong C. Chiu
244 Calle Concordia
San Dimas, CA 91773-3987

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PO Box 583
San Fernando, CA 91341-0583

Henry Klein
1454 9th Ave
San Francisco, Ca 94122-3607

Los Angeles SMSA Ltd
425 Market St, Fl 30th
San Francisco, CA 94105-2406

Pacific Bell Wireless Cingular
430 Bush St Fl 3rd
San Francisco, Ca 94108-3735

Arnold Chen (new owner)
927 Walnut St.
San Gabriel, CA 91776-2836

Fidel & Diana Olvera
2816 Tuberose Dr
San Jacinto, Ca 92582-3769

Scheffer Family Trust 5/17/2000
Paulette M. Scheffer, Trustee
1254 University Ave
San Jose, CA 95126-1738

Chang-Yun & Booja K. Seong
1773 Gilda Way
San Jose, CA 95124-6209

Capo Valley 4 Wheelers
C/O Bob Sheldon
P. O. Box 881
San Juan Capistrano, CA 91351

Robert J Mellema
4263 Poinsettia St
San Luis Obispo, CA 93401-7637

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San Marcos, CA 92069-2202

Cindy Hodges
PO Box 565
San Marcos, TX 78667

Bruce Survivors Trust
Mayce Lou Bruce, Trustee
1591 Charlton Rd.
San Marino, CA 91108-1913

Huang Family Trust
1605 Waverly Rd
San Marino, CA 91108-2038

Leu Liu & Associates (still owners)
1803 Virginia Rd
San Marino, CA 91108-2517

John S Lawson
1931 N Gaffey St Ste A
San Pedro , CA 90731-1265

Prince Development L L C
Alan Prince
10639 S. Amberley Ln
Sandy, UT 84094-5016

Clifford & Margaret D Breshears
1333 E 9400 S
Sandy, Ut 84093-2956

G R & Jayanthi Ravikumar
10120 Sunrise Lane
Santa Ana, CA 92705

R. Alan & Virginia Maudsley
10911 Coronel Rd.
Santa Ana, CA 92705-2447

Clifford S & Burma R Peale
13832 Brenan Way
Santa Ana, CA 92705-2713

Julia A. Wilmoth
18872 Fowler Ave
Santa Ana, CA 92705-1217

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939 E. 17th St., Apt. 111
Santa Ana, CA 92701-2512

West Coast 4 Wheel Drive Club
C/O Steve Gardiner
P.O. Box 28583
Santa Ana, CA 92799

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3887 State St. #22
Santa Barbara, CA 93105-6111

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Gien Je Kim
962 Las Palmas Dr
Santa Clara, CA 95051-5330

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Santa Clara, CA 95052

Simmon Chan
28380 Falcon Crest Dr
Santa Clarita , CA 91351

Franklin Kw & Richard K C Luke
28380 Fallon Crest Dr
Santa Clarita , CA 91351

Hensey & Gloria S Yen and Gina
Sou Pei Ou
11969 Telegraph Rd.
Santa Fe Springs, CA 90670-3718

Schork Family Partnership L P
Tucker Schork
12818 Firestone Blvd
Santa Fe Springs, CA 90670-5404

Best California Gas Ltd
13116 Imperial Hwy
Santa Fe Springs, Ca 90670-4817

Rialto Locust Land Company
13116 Imperial Hwy
Santa Fe Springs, Ca 90670-4817

Pusan Pipe America Inc
9615 Norwalk Blvd Ste B
Santa Fe Springs, Ca 90670-2931

Ernest R. & Rose A. Lopez
1166 Kit Way
Santa Maria, CA 93455-4020

Jay Lite & Michael Rich
2663 Centinela Ave, Unit 205
Santa Monica, CA 90405-3142

Litt, Steven Y, et al, Steven Litt
555 7th Street
Santa Monica, CA 90402

James H & Erma W Foley
624 Marguerita Ave
Santa Monica, CA 90402-1920

Boschelli, Marilyn J.
5766 Tristino Lane
Sarasota, FL 34238-4794

GAD-ZUKS! 4 Wheelers
C/O Doug Hough
27412 Santa Clarita Road
Saugus, CA 91350

Aurora Loan Services
601 5th Ave
Scottsbluff, NE 69361-3581

Dos Palmas & Highway 395 LLC
8800 N Gainey Center Dr Ste 255
Scottsdale, AZ 85258-2164

John P Moore
1251 Marlin Ave
Seal Beach, Ca 90740-6232

Chen & Huang Group Llc
13743 Ventura Blvd Ste290
Sherman Oaks, CA 91423

Khoury, Beatrice
5138 Costello Avenue
Sherman Oaks, CA 91423-1208

York Nevada Management LLC III
5546 Sepulveda Blvd
Sherman Oaks, CA 91411-3437

Hsbc Bank Usa Series 2006-fm2,
C/O Recontrust Co.
1757 Tapo Canyon Rd., SVW-88
Simi Valley, CA 93063

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4220 E. Los Angeles Ave, Suite 204
Simi Valley, CA 93063-3360

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Simi Valley, Ca 93094-1150

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2431 Chico Ave
South El Monte, Ca 91733-1612

Luis Nunez
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South Gate, CA 90280-3554

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8039 Svl Box
Spring Valley Lake, CA 92395-5120

Alberre, George & Izdihar
8384 SVL Box
Spring Valley Lake, CA 92395-5168

Lawrence & Muriel Benson
8742 Svl Box
Spring Valley Lake, CA 92395-5179

William G & Trisha A Desatoff
8908 Svl Box
Spring Valley Lake, Ca 92395-5181

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1031 Executive Parkway Dr
St Louis, Mo 63141-6339

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Sun City, AZ 85351

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677 Georgetown Ct
Sunnyvale, CA 94087-1846

Nielson Caroline S & Nielson
677 Georgetown Ct
Sunnyvale, CA 94087-1846

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13703 Whitebark Pl.
Tampa, FL 33625-4049

Without Walls International Church,
Paula White
PO Box 25151
Tampa, FL 33633-0001

Flamingo Investments, et al.,
18525 Clark Street
Tarzana, CA 91356

Sherwood, Ted and Anita, Ted
Sherwood
4411 Jubilo Dr
Tarzana, CA 91356-5207

126 Company
5321 Crebs Ave
Tarzana, Ca 91356-4012

Adams 2002 Family Trust
33883 Madera De Playa
Temecula, CA 92592-9298

James P & Elaine E Nesvacil
41370 La Sierra Rd
Temecula, CA 92591-1818

Bear Valley 60 Llc
32823 Hwy 79 South
Temecula , CA 92592

Mobile Mini Systems Inc
7420 S Kyrene Rd Ste 101
Tempe, Az 85283-4610

Lim Legacy LLC
10161 La Rosa Drive
Temple City, CA 91780-3305

Old Dominion Freight Line Inc
500 Old Dominion Way
Thomasville, NC 27360-8923

Southern Pacific Pipe Lines
500 Old Dominion Way
Thomasville, NC 27360-8923

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2100 Ne Seward Ave
Topeka, KS 66616-1333

Atchinson Topeke & Santa Fe Rr
Po Box 1786
Topeka, Ks 66601

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16506 Kristin Ave.
Torrance, CA 90504-1836

Honda Employee Riders Club
C/O Douglas McIntyre, American
Honda Motor Inc.
1919 Torrance Blvd
Torrance, CA. 92887

Chen Trust
21733 Evalyn Ave
Torrance, CA 90503-6354

C Jim Chen Accountancy Corp &
3122 Carolwood Ln
Torrance, CA 90505

NAXJA
C/O G. Sequoia Armstrong
5408 Clearsite St
Torrance, CA 90505

OM GRAY LLC
833 W. Torrance Blvd.
Torrance, CA 90502

M R Tudor-california Inc
2250 E 73rd St
Tulsa, Ok 74136-6844

K C Asphalt LLC
6120 S. Yale Ave # 700
Tulsa, OK 74136

Ernest J. Fresquez, Sr.
1692 Heather Ave.
Tustin, CA 92780-6609

Friends of Knotts Sky Pk Prescho
6897 El Sol Ave
Twentynine Palms, CA 92277

Diane N Pope
69049 Rainier Rd
Twentynine Palms, CA 92277-5751

Lewis Investment Co Llc
1156 N Mountain Ave
Upland, CA 91786

Mojave & 395 LLC to Lewis Retail
Centers
Timothy Reeves
1156 N. Mountain Ave. (PO Box
670)
Upland CA 91785-0670

Jensen Family Trust
1662 N San Antonio Ave
Upland, Ca 91784-1854

Nazari Family Trust 6/30/99
1739 Brentwood Ave
Upland, Ca 91784-1746

Carol A & Jeffrey J Story
Po Box 1586
Upland, CA 91785-1586

Alexamax Llc
2014 Tapia Way
Upland , Ca 91784-1471

So. Cal. Hummers
C/O Rick Roberts
14102 Kelowna Lane
Valley Center, CA 92082

Geared 4 Fun 4 Wheel Drive Club
C/O Angela Cook
P.O. Box 2408
Valley Center, CA 92082

Crew Peters Inc.
4227 E. Main St., #218
Ventura, CA 93003-8216

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5107 District Blvd
Vernon, Ca 90058-2729

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10026 Duncan Rd
Victorville, CA 92392-2055

Ploenpit Wood
10276 Duncan Rd
Victorville, CA 92392-2089

Frank & Amelia Alaniz
10727 Duncan Rd
Victorville, CA 92392-0808

Donald L & Berniece E Kinzle
10928 Baldy Mesa Rd
Victorville, CA 92392-1836

Juan R Perez
10937 Barker Rd
Victorville, CA 92392-1805

Cynthia A & Terrence E Collins
11033 Baldy Mesa Rd
Victorville, CA 92392-1839

Elizabeth M & Michael L Mc
Cormick
11083 De Anza Rd
Victorville, CA 92392-1827

Coni M. Cummings
11124 Baldy Mesa Rd
Victorville, CA 92392-1840

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11434 Baldy Mesa Rd
Victorville, CA 92392-1904

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11823 Baldy Mesa Rd
Victorville, CA 92392-1303

William T & Martha M Copper
11976 Baldy Mesa Rd
Victorville, CA 92392-1304

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Victorville, CA 92392-1032

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Victorville, CA 92392-6721

Anchor Of Hope Church
12601 Padrino St
Victorville, CA 92394-9512

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Victorville, CA 92392-8605

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13367 Luna Rd
Victorville, CA 92392-7241

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Victorville, CA 92392-9745

Hyo Nyo Kim & Jung Ja Myong
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Victorville, CA 92394-7546

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13910 Wagon Wheel Dr
Victorville, CA 92392-9213

Song of Desert LLC
13911 Park Ave., #106
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City of Victorville
14343 Civic Dr PO Box 5001
Victorville, CA 92393-5001

Victorville Sanitary District
John A. McGlade
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Victorville, CA 92392-2303

Continental Telephone Co Of Ca
16071 Mojave Dr
Victorville, CA 92395-3654

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Victorville , CA 92392-2054

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Po Box 1347
Victorville , CA 92393-1347

Jesus & Consuelo Vargas
Po Box 3053
Victorville , CA 92393-3053

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Villa Park, CA 92861-4527

Angela Friedman
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Villa Park, CA 92861

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Visalia, CA 93277-7963

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Vista, CA 92084-7810

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Waco, TX 76710

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Wang, Christine C R
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Fernando Acosta R E Group
673 Bronco Way
Walnut, Ca 91789-1441

Gary G & Cathleen C Miller
721 Brea Canyon Rd Ste 700
Walnut, Ca 91789-3039

Hank & Chao C Chou
799 Colusa Drive
Walnut, CA 91789-1253

Victor Investments LLC
Chuck Coleman
1425 Treat Blvd. 2nd Fl.
Walnut Creek, CA 94597-2128

Overland Opportunity Fund Llc
2694 E Garvey Ave S # 368
West Covina, CA 91791-2113

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West Covina, CA 91790-4003

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Westminster, CA 92684-0931

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Whittier, CA 90605-1540

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Wilmington, OH 45177-9089

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Wrightwood, CA 92397-2816

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Walnut, CA 91789

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PO Box 160
Warner Springs, CA 92086-0160

Balmores, Esmondo & Jeanette
3239 Stella Ave
West Covina, CA 91792-2443

Fam Chang
24000 Ingomar St
West Hills, CA 91304-6113

Shiraz Malad Profit Sh Plan &,
Shirad & Laila Malad
31225 Labaya Drive, #205
Westlake Village, CA 91362

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White Plains, NY 10601

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16239 Marlinton Dr
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APPENDIX B

PIPELINE SAFETY

Appendix B: Pipeline Safety

1.1 Introduction

Although the proposed Project minimizes risks associated with the transportation of petroleum products, failures are possible, and have occurred on the Calnev system and other product pipelines in the past. Given these risks, this appendix discloses current federal and state pipeline safety standards and existing regulations governing the transportation of refined petroleum products. This is followed by a discussion of pipeline accidents and review of the accidents that have occurred on the existing Calnev system and in California and Nevada. A discussion of the pipeline integrity management program required by the Pipeline and Hazardous Materials Safety Administration (PHMSA's) is then provided. The appendix concludes with a review of the design and operation features of the proposed Project that minimize environmental risks in the event of a system failure.

1.2 Liquid Pipeline Safety Standards and Regulations

The Department of Transportation (DOT) is mandated to provide pipeline safety under the United States Code, Title 49, Chapter 601. The PHMSA, acting through the Office of Pipeline Safety (OPS), administers the national regulatory program to ensure the safe transportation of refined petroleum products and other hazardous materials by pipeline. It develops safety regulations and other approaches to risk management that ensure safety in the design, construction, testing, operation, maintenance, and emergency response of pipeline facilities in conjunction with the Technical Hazardous Liquids Pipeline Safety Standards Committee who provide peer review.

Many of these regulations are written as performance standards, which set the level of safety to be attained and allow the pipeline operator to use various technologies to achieve safety. The proposed Project would be inspected and monitored by the western region of the PHMSA or by the State delegated officials. These inspectors would complete inspection during construction of the proposed Project to ensure that the design, materials, construction methods, welding procedures, testing meet the DOT standards. Following construction, PHMSA inspectors would conduct inspections of the proposed Project. The inspections include review to ensure compliance with 49 CFR 195. Specifically, there would be a review of operation and maintenance procedures, abnormal and emergency operating procedures, damage prevention and public education procedures, and pipeline repair and operations are in compliance.

The National Response Framework outlines procedures for interaction and coordination of response activities among Federal, State, and local response agencies (police, firefighting, emergency management, first responder, etc.). The Oil and Hazardous Materials Incident Annex (ESF #10) of the National Response Framework directs the Federal, State and local authorities to conduct training, plan and execute field exercises, share lessons learned, and, in general, develop and maintain specific procedures for responses to incidents of regional and national significance.

With respect to reporting of hazardous waste spills, the States of California and Nevada and U.S. Federal regulations are very similar in reporting requirements. The California Environment and Natural Resources Laws and Regulations consist of 29 codes. The California Office of Emergency Services complies with Titles 8, 13, 14, 17, 19, 22, 23 and 49 CFR, which is a

Federal code. Both the National Response Center and the California Office of Emergency Services share hazardous material spill report information; however, the responsible party still must notify both State and Federal agencies.

Table B-1 identifies major laws, regulatory requirements, and plans for pipeline safety. The U.S. Department of Transportation (DOT) pipeline standards are published in 49 CFR Parts 190-199. The standards do not address other issues such as siting and routing, bond issues, which are a matter of private negotiation between pipeline companies and landowners and/or local government zoning boards.

The States of California and Nevada have adopted the federal regulations for the hazardous liquid pipelines. Through certification by OPS, the Pipeline Safety Division of the State Fire Marshal of the State of California regulates, inspects, and enforces intrastate gas and liquid pipeline safety requirements. Through an agreement with OPS, the California State Fire Marshal's office inspects interstate liquid pipeline safety requirements (PHMSA 2009a). In Nevada, OPS inspects, regulates and enforces interstate liquid pipeline safety requirements (PHMSA 2009b). Nevada does have its own regulatory agency for liquid pipelines.

Table B-1 Major Laws, Regulatory Requirements, and Plans for Public Safety Regarding Pipelines

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
Federal	
Pipeline Inspection, Protection, Enforcement, and Safety Act of 2006 (PIPES)	• Provides for advanced safety and environmental protection in pipeline transportation. • Increases the transparency of pipeline safety evaluation. • Provides funding for future pipeline safety studies.
Pipeline Safety Act of 1994 49 USC § 60101 et seq.	• Defines the framework for pipeline safety regulation in the U.S.

Table B-1 Major Laws, Regulatory Requirements, and Plans for Public Safety Regarding Pipelines

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
Pipeline Safety Improvement Act of 2002, PL 107-355, 49 USC § 60101 et seq.	• Tightens Federal inspection and safety requirements to include mandatory inspections of oil and natural gas pipelines with a history of safety problems within five years of the bill's enactment, with all pipelines to be inspected within ten years. All pipelines will then be inspected at seven-year intervals. • States that PHMSA OPS can order corrective actions, including physical inspection, testing, repair, or replacement. • Requires development and implementation of pipeline integrity management programs by pipeline operators, including identifying areas where risks may be greater due to the population density (High Consequence Areas) and implementing a series of actions to mitigate the potential hazards in these areas. • Emphasizes the one-call notification system and encourages pipeline operators to voluntarily adopt and implement best practices for notification of leaks and ruptures. • Requires the establishment of public education programs by pipeline operators to provide municipalities, schools, and other entities with information to prevent pipeline damage and to prepare for any pipeline emergencies, including the one-call notification system, possible hazards from accidental releases from a pipeline, and actions to take in the event of a release. • Defines coordinated environmental review and permitting process to expedite conducting any necessary pipeline repairs. • Assesses maximum civil penalties against pipeline operators for violations of pipeline safety standards have increased. • Significantly strengthens the enforcement of pipeline safety laws and includes specific whistleblower protections for employees who provide information to the Federal government about pipeline safety. • Mandates continued Federal pipeline safety research and development by the National Institute of Standards and Technology, Department of Transportation, and Department of Energy.
49 CFR Part 190 – Pipeline Safety Programs and Rulemaking Procedures	• Describes availability of informal guidance and interpretive assistance for pipeline safety programs and procedures and establishes framework for inspections and for safety enforcement actions.
49 CFR Part 195- Transportation of Hazardous Liquids by Pipeline	• This section describes the safety standards and reporting requirements for hazardous liquid pipelines. These regulations include detailed requirements on a range of topics related to the safety and environmental protection. This section also includes the minimum requirements for operator qualification of individuals performing tasks required by the regulations.
49 CFR Part 199 –Drug and Alcohol Testing	• Requires drug and alcohol testing for pipeline operators.
State	
California Code of Regulations Section 51010-51019.2	• This section of the CCR authorizes the California State Fire Marshal to exercise exclusive safety regulatory and enforcement authority over intrastate hazardous liquid pipelines and, to the extent authorized by agreement between the State Fire Marshal and the United States Secretary of Transportation, and to implement the federal Hazardous Liquid Pipeline Safety Act (49 USC Sec. 2001 et seq.) and federal pipeline safety regulations as to those portions of interstate pipelines located within this state, as necessary to obtain annual federal certification. • The State Fire Marshal has adopted hazardous liquid pipeline safety regulations that comply with federal laws relating to hazardous liquid pipeline safety, including inspection and maintenance provisions. • The State Fire Marshal may exempt the application of regulations when it is determined that the risk to public safety is slight and the probability of injury or damage remote. • Any new pipeline need to be designed and constructed in accordance with Subparts C

Table B-1 Major Laws, Regulatory Requirements, and Plans for Public Safety Regarding Pipelines

Law/Regulation/Plan/ Agency	Key Elements and Thresholds; Applicable Permits
	and D of Part 195 of Title 49 of the Code of Federal Regulations, and shall include a means of leak detection and cathodic protection which the State Fire Marshal determines is acceptable • Any new pipeline shall be designed to accommodate the passage of instrumented internal inspection devices, and shall have leak mitigation and emergency response plans and equipment as the State Fire Marshal may require.

Note:

[a] The USDOT, through PHMSA OPS, has statutory authority for pipeline safety in the U.S. The authority for the safety of intrastate utility-owned natural gas pipelines rests with the CPUC.

In addition to regulatory standards, there are a number of industry codes and standards that are used in the design, construction, operation, and maintenance of hazardous liquid pipelines. Organizations that have developed these standards and codes include:

- American Petroleum Institute
- American Society of Mechanical Engineers
- National Fire Protection Association
- National Association of Corrosion Engineers
- American National Standards Institute (Kinder Morgan 2009)

1.3 Pipeline Accidents

1.3.1 General

The Applicant would be responsible for monitoring measures for pipelines and facilities. Local fire and police, and the California Highway Patrol currently provide emergency response for incidents involving existing pipelines and other facilities in the area handling flammable gases or liquid. The incident frequency that may be expected for a specific segment of pipeline varies widely in terms of age, pipe diameter, and level of corrosion control. Fire severity zone on the proposed Project Route are listed in Table B-2.

Table B-2 Fire Hazard Severity Zones Along the proposed Project Route in California

From Milepost	To Milepost	Hazard Class
0.00	0.25	Urban Un-zoned
0.25	0.28	Moderate
0.28	7.99	Urban Un-zoned
7.99	8.05	Moderate
8.05	8.29	High
8.29	8.98	Very High
8.98	9.06	High
9.06	9.14	Moderate
9.14	9.46	Urban Un-zoned
9.46	9.52	Moderate
9.52	9.97	High
9.97	10.06	Moderate
10.06	10.30	High

Table B-2 Fire Hazard Severity Zones Along the proposed Project Route in California

From Milepost	To Milepost	Hazard Class
10.30	11.18	Very High
11.18	11.37	Moderate
11.37	12.23	Very High
12.23	12.80	Moderate
12.80	12.90	Very High
12.90	12.94	Moderate
12.94	13.03	Very High
13.03	13.07	Moderate
13.07	13.19	Very High
13.19	13.30	Moderate
13.30	14.70	Very High
14.70	15.05	Moderate
15.05	16.36	Very High
16.36	16.41	Non-Wildland/Non-Urban
16.41	22.00	Very High
22.00	22.20	Non-Wildland/Non-Urban
22.20	24.99	Very High
24.99	25.02	Moderate
25.02	28.44	Very High
28.44	33.85	High
33.85	46.95	Moderate
46.95	47.27	Urban Un-zoned
47.27	54.19	Moderate
54.19	54.64	Non-Wildland/Non-Urban
54.64	75.40	Moderate
75.40	75.52	Urban Un-zoned
75.52	75.65	Moderate
75.65	75.96	Urban Un-zoned
75.96	86.94	Moderate
86.94	87.05	Non-Wildland/Non-Urban
87.05	89.38	Moderate
89.38	89.99	Non-Wildland/Non-Urban
89.99	93.25	Moderate
93.25	93.31	Urban Un-zoned
93.31	99.36	Moderate
99.36	99.73	Urban Un-zoned
99.73	145.59	Moderate
145.59	145.61	Urban Un-zoned
145.61	190.46	Moderate
190.46	193.12	Non-Wildland/Non-Urban
193.12	195.06	Moderate

Source: CDFFP 2007

Older pipelines have a higher frequency of outside forces incidents, partly because their location may be less well known and less well marked than newer lines. In addition, the older pipelines contain a disproportionate number of smaller-diameter pipelines, which have a greater rate of outside force incidents. Small-diameter pipelines are more easily crushed or broken by mechanical equipment or earth movement.

The frequency of service incidents is strongly dependent on pipeline age. While pipelines installed since 1950 exhibit a fairly constant level of service incident frequency, pipelines installed before that time have a significantly higher rate, particularly due to corrosion. More technologically advanced coatings and cathodic protection to reduce corrosion potential are generally used on newer pipelines.

From 1988 to 2008, a total of 2,878 significant incidents were associated with onshore hazardous liquids pipelines with an average of 139 significant incidents per year from 1988 to 2007. PHMSA defines significant incidents as those pipeline incidents where:

1. A fatality or injury occurs that requires in-patient hospitalization;
2. The total costs are $50,000 or more as measured in 1984 dollars;
3. There is a release of five or more barrels of highly volatile liquid releases or other liquid releases of 50 barrels or more;
4. There is a liquid release that results in an unintentional fire or explosion (PHMSA 2009c)

1.3.2 National Onshore Hazardous Liquids Pipeline Accidents

The number of significant incidents has decreased over time such that there were an average of 114 incidents from 2003 to 2007. Over the time period from 1988 to 2008, there were 43 fatalities and 234 injuries (Table B-3). Total costs of damages exceeded $1.3 billion. From 1988 to 2008, there were a total of 107 were defined as serious incidents. That is, incidents that involve fatality or injury. An average of five serious incidents occurred per year (PHMSA 2009c). The causes of significant incidents were as follows: corrosion 23.6%, excavation error 21.6%, human error 7.2%, material failure 20.4%, natural force damage 3.5%, other outside force damage 1%, and other causes 22.7% (PHMSA 2009d).

Table B-3 U.S. Onshore Hazardous Liquid: Significant* Incidents Summary Statistics from 1988 to 2008

Year	Number	Fatalities	Injuries	Property Damage	Gross Barrels Lost	Net Barrels Lost
1988	164	2	19	$49,230,900	182,478	98,777
1989	135	3	38	$11,847,846	201,494	122,735
1990	137	3	7	$21,571,707	122,825	53,443
1991	165	0	9	$50,790,811	200,209	55,574
1992	165	5	38	$47,542,391	133,778	66,841
1993	152	0	10	$35,366,589	115,764	57,165
1994	176	1	(D) 7	$78,963,641	159,670	109,535
1995	154	3	11	$39,375,923	109,928	52,960
1996	171	5	13	$104,774,471	153,622	94,288
1997	153	0	5	$51,625,227	188,935	99,256
1998	131	2	6	$63,178,505	138,078	51,190
1999	141	4	20	$96,380,171	162,839	100,446

Table B-3 U.S. Onshore Hazardous Liquid: Significant* Incidents Summary Statistics from 1988 to 2008

Year	Number	Fatalities	Injuries	Property Damage	Gross Barrels Lost	Net Barrels Lost
2000	128	1	4	$154,206,614	106,318	54,655
2001	104	0	10	$26,585,753	98,040	77,323
2002	129	1	0	$50,401,042	95,649	77,254
2003	120	0	5	$54,538,762	80,041	50,454
2004	124	5	16	$72,503,033	76,229	58,053
2005	118	2	2	$126,702,928	136,006	44,772
2006	105	0	2	$46,301,185	135,931	53,394
2007	104	4	10	$49,108,403	89,609	68,460
2008	77	0	1	$41,267,260	115,601	90,550
Totals	2,853	41	233	$1,272,263,171	2,803,045	1,537,127
5 Year Average (2003-2007)	114	2	7	$69,830,863	103,563	55,027
10 Year Average (1998-2007)	120	2	8	$73,990,640	111,874	63,600
20 Year Average (1988-2007)	139	2	12	$61,549,796	134,372	72,329

Source: PHMSA 2009c*

1.3.3 California and Nevada Onshore Hazardous Liquids Pipeline Accidents and Frequency

The following two tables (B-4 and B-5) detail the number of significant incidents that have occurred with hazardous liquid pipelines in California and Nevada from 1998 to 2008. California has 7,138 miles of liquid pipeline miles and Nevada has 211 miles.

Table B-4 Hazardous Liquid Onshore Significant Incidents in California from 1998 to 2008

Year	Number	Fatalities	Injuries	Property Damage (C) (D)	Gross Barrels Lost	Net Barrels Lost (E)
1998	15	0	1	$5,794,079	5,967	2,548
1999	10	0	0	$1,722,799	7,247	236
2000	7	0	0	$4,022,361	1,066	300
2001	6	0	1	$2,310,065	1,691	173
2002	8	0	0	$1,497,649	3,353	5
2003	11	0	1	$3,669,658	4,226	926
2004	9	5	3	$19,690,298	8,420	4,602
2005	13	0	0	$24,871,717	7,221	3,452
2006	15	0	0	$9,996,639	3,855	1,731

Table B-4 Hazardous Liquid Onshore Significant Incidents in California from 1998 to 2008

Year	Number	Fatalities	Injuries	Property Damage (C) (D)	Gross Barrels Lost	Net Barrels Lost (E)
2007	7	0	0	$3,508,385	1,147	174
2008	11	0	0	$3,055,107	8,580	850
Totals	112	5	6	$80,138,761	52,774	14,997
3 Year Average (2005-2007)	12	0	0	$12,792,247	4,075	1,786
5 Year Average (2003-2007)	11	1	1	$12,347,340	4,974	2,177
10 Year Average (1998-2007)	10	1	1	$7,708,365	4,419	1,415

Source: PHMSA 2009e

Table B-5 Hazardous Liquid Onshore Significant Incidents in Nevada from 1998 to 2008

Year	Number	Fatalities	Injuries	Property Damage (C) (D)	Gross Barrels Lost	Net Barrels Lost (E)
1998	0	0	0	$0	0	0
1999	0	0	0	$0	0	0
2000	0	0	0	$0	0	0
2001	0	0	0	$0	0	0
2002	0	0	0	$0	0	0
2003	1	0	0	$171,880	24	24
2004	0	0	0	$0	0	0
2005	0	0	0	$0	0	0
2006	0	0	0	$0	0	0
2007	1	0	0	$1,164,867	851	675
2008	0	0	0	$0	0	0
Totals	2	0	0	$1,336,747	875	699
3 Year Average (2005-2007)	0	0	0	$388,289	284	225
5 Year Average (2003-2007)	0	0	0	$267,349	175	140
10 Year Average (1998-2007)	0	0	0	$133,675	88	70

Source: PHMSA 2009f

Over the 10-year period from 1998 to 2007, there were an average of 10 significant incidents per year at onshore pipelines in California and only two significant incidents over the same period in Nevada.

Table B-6 lists the number of significant pipeline incidents that occurred where diesel, gasoline, or jet fuel was involved.

Table B-6 Diesel, Gasoline, and Jet Fuel Significant Incidents Associated with Pipelines from 2002 to 2008

Commodity	Pipelines		
	US	CA	NV
Diesel (#2, diesel and gasoline)	62	8	0
Gasoline	137	20	0
Jet Fuel	25	7	0
Total	224	35	0

Source: PHMSA 2009g

The California Department of Education Guidance Protocol for School Site Pipeline Risk Analysis calculated the normalized reportable incident/accident rates for California pipelines where sufficient mileage data are available. The average incident/mile per year for hazardous liquid pipelines that carried refined products in California was 0.0013 for the period from 1986 to 2001. This is based on a total of 59 incidents and 2,907 miles of pipeline (URS 2007).

1.3.4 Kinder Morgan Hazardous Liquids Accident History

From April 1, 2008 to March 31, 2009, Kinder-Morgan had an average of 0.071 significant incidents per 1,000 miles of onshore pipeline within the ROW, while the industry average was 0.466 for the calendar year 2008. Over the past three years, Kinder Morgan had an average of 0.316 significant incidents per 1,000 miles of onshore pipeline, while the industry average was 0.478. These statistics do not include Kinder Morgan's natural gas, CO2, or crude oil pipelines (Kinder Morgan 2009).

From April 1, 2008 to March 31, 2009, Kinder-Morgan spilled an average of 0.053 barrels per mile onshore pipeline within the ROW, while the industry average was 0.456 barrels spilled per mile during the calendar year 2008. Over the past three years, Kinder Morgan spilled an average of 0.258 barrels per mile of onshore pipeline, while the industry average was 0.412 barrels (Kinder Morgan 2009).

1.3.5 Calnev Hazardous Liquids Accident History

Table B-7 provides a list of significant incidents that were associated with Calnev pipelines since 2002.

Table B-7 Calnev Hazardous Liquids Pipeline Accident History

Date	Location	Commodity Lost	Quantity Lost	Quantity Recovered	Cause
8/5/2002	Las Vegas	Turbine Fuel	15 Barrels	6 Gallons	Equipment
11/22/04	San Bernardino	Gasoline	2,298 Barrels	0	Rupture of the 14-inch pipeline by other outside

Table B-7 Calnev Hazardous Liquids Pipeline Accident History

Date	Location	Commodity Lost	Quantity Lost	Quantity Recovered	Cause
	County				force
4/28/2006	Victorville, CA	JP8 Jet fuel	914 Barrels	3 Barrels	Ruptured or leaking seal/pump packing
2/5/2007	Victorville, CA	Jet fuel	33 Gallons	33 Gallons	Equipment
7/30/2007	Victorville, CA	JP8 Jet fuel	1 Barrel	1 Barrel	Incorrect operation
3/4/2008	Colton, CA	Gasoline, diesel	32 Gallons	21 Gallons	Material and/or weld failure

Source: PHMSA 2009g

1.4 Pipeline Integrity Management

49 CFR 195.452 requires hazardous liquid pipeline operators to develop a Pipeline Integrity Management Program for pipelines that could affect a high consequence area (HCA) unless the operator demonstrates through a risk assessment that the pipeline could not affect this area. Per 49 CFR 195.450, a high consequence area is:

- A commercially navigable waterway, which means a waterway where a substantial likelihood of commercial navigation exists;
- A high population area, which means an urbanized area—as defined and delineated by the Census Bureau—that contains 50,000 or more people and has a population density of at least 1,000 people per square mile;
- Another populated area, which means a place—as defined and delineated by the Census Bureau—that contains a concentrated population, such as an incorporated or unincorporated city, town, village, or other designated residential or commercial area;
- An unusually sensitive area (USA) as defined in 49 CFR Part 195.6 (49 CFR 195.450 (1-4).

A USA is a drinking water or ecological resource areas that are unusually sensitive to environmental damage from hazardous liquid pipeline releases. A USA drinking water include:

- Community Water System or a Non-transient Non-community Water System that obtains its water supply primarily from a surface water source and does not have an adequate alternative drinking water source;
- The Source Water Protection Area for a Community Water System or a Non-transient Non-community Water System that obtains its water supply from a Class I or Class IIA aquifer and does not have an adequate alternative drinking water source.
- The sole source aquifer recharge area where the sole source aquifer is a *karst aquifer*[1] in nature (49 CFR 195.6 (a)(1-3)).

An USA ecological resource is:

- An area containing a critically imperiled species or ecological community;
- A multi-species assemblage area;

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[1] A body of soluble rock that conducts water mainly through a network of tributary conduits. It is formed by the dissolution of rock that drains a groundwater basin and discharges into at least one perennial spring. The conduits may be partly or completely water filled.

- A migratory waterbird concentration area;
- An area containing an imperiled species, threatened or endangered species, depleted marine mammal species, or an imperiled ecological community where the species or community is aquatic, aquatic dependent, or terrestrial with a limited range; or
- An area containing an imperiled species, threatened or endangered species, depleted marine mammal species, or imperiled ecological community where the species or community occurrence is considered to be one of the most viable, highest quality, or in the best condition, as identified by an Element Occurrence Ranking of A (excellent quality) or B (good quality) (49 CFR 195.6 (b)(1-5)).

For pipelines constructed after 2001, the integrity management program must be in place within one year of the start of operations. Included in the program, there must be a baseline assessment plan that includes:

- Methods selected to assess the integrity of the pipeline;
- Schedule for completing the integrity assessment; and
- An explanation of the assessment methods selected and evaluation of risk factors considered in establishing the assessment schedule

The baseline assessment must be completed no later than the date when the pipeline begins operations. The assessment results may dictate that the operator adopt mitigation or preventive measures to protect HCAs from the consequences of pipeline failure. Preventive and mitigation measures fall into several different categories – general requirements, risk analysis criteria, and leak detection, and emergency flow restricting devices. The general requirements include

- Conducting a risk analysis of the pipeline segment to identify additional actions to enhance the protection of the public or environment;
- Implementing damage prevention best practices;
- Better monitoring of cathodic protection where corrosion is a concern;
- Establishing shorter inspection intervals;
- Installing emergency flow restricting devices on the pipeline segment;
- Modifying the systems that monitor pressure and detect leaks;
- Providing additional training to personnel on response procedures; and
- Conducting drills with local emergency responders and adopting other management controls (49 CFR 195.452 (i)(1)).

In order to select additional prevention and mitigation measures, an operator must evaluate the likelihood of a pipeline release occurring and how a release could affect the HCA. Relevant risk factors could include, but are not limited:

- Terrain surrounding the pipeline;
- Elevation profile;
- Characteristics of the product transported;
- Amount of the product to be released;
- Possibility of spillage in a farm field following drain tiles into a waterway;
- Ditches along side of a roadway that a pipeline crosses;
- Physical support of the pipeline segment;
- Exposure of the pipeline exceeding established maximum operating pressure (49 CFR 195.452 (i)(2)(i-viii)

In addition the operator must evaluate the capability of its leak detection means and modify if necessary to protect HCAs. Operators must consider at a minimum, the length and size of the pipeline, the type of product, the pipeline's proximity to an HCA, the swiftness of leak detection, location of nearest response personnel, leak history, and risk assessment results (49 CFR 195.452 (i)(3))

If an operator determines that an emergency flow restricting device is needed on a pipeline segment to protect a HCA, an operator must install one. To make this determination, the operator must consider the swiftness of leak detection and pipeline shutdown capabilities, the commodity carried, that leakage rate, the volume that could be released, the topography, the potential for ignition, the proximity to power sources, location of the nearest response personnel, the terrain between the HCA and the pipeline segment, and the benefits of reducing the spill size (49 CFR 195.452 (i)(4))

To date, the Applicant has not completed these steps and is not obligated to do so; however, they have provided some information that is applicable. This information is summarized below. Also discussed below are some of the mitigation and preventive measures that the Applicant has incorporated into the pipeline design.

1.4.1 Pipeline Risk Assessment

To date, the Applicant has not completed a pipeline risk assessment or a baseline assessment for this new configuration of pipelines and is not legally obligated to do so until the pipeline begins operations. The Applicant would have to complete a Pipeline Integrity Management Program for the new pipeline by one year after the start of operations. An HCA analysis is a necessary component of the Integrity Management Program. The Applicant has a Pipeline Integrity Management Programs for the existing 8-inch and 14-inch pipelines and some of this information is supplied in their Integrated Contingency Plan. The available information is included in the analysis below.

1.4.1.1 Hazard Identification

Table B-8 summarizes the causes of significant incidents on onshore hazardous liquids pipelines from 1988 to 2008. The following table identifies corrosion, excavation damage, material damage, and other causes as the primary causes of significant incidents.

Table B-8 National Hazardous Liquid Onshore Significant Incident Details from 1988 to 2008

Reported Cause of Incident	Number	Percent
Corrosion		
Corrosion, external	116	3.9%
Corrosion, internal	84	2.8%
Various	479	16.1%
Sub Total	679	22.9%
Excavation Damage		
Operator excavation damage	32	1.0%
Third party excavation damage	91	3.0%
Various	499	16.8%

Table B-8 National Hazardous Liquid Onshore Significant Incident Details from 1988 to 2008

Reported Cause of Incident	Number	Percent
Subtotal	622	20.9%
Human Error		
Incorrect operation	50	1.6%
Various	157	5.3%
Subtotal	207	6.9%
Material Failure		
Body of pipe	21	0.7%
Butt weld	17	0.5%
Component	41	1.3%
Fillet weld	14	0.4%
Joint	17	0.5%
Malfunction of control/relief equipment	37	1.2%
Pipe seam weld	33	1.1%
Ruptured or leaking seal/pump packing	50	1.6%
Threads stripped, broken pipe coupling	25	0.8%
Various	331	11.1%
Subtotal	586	19.7%
Natural Force Damage		
Earth movement	10	0.3%
Heavy rains/floods	9	0.3%
High winds	2	0.0%
Lightning	18	0.6%
Temperature	10	0.3%
Various	53	1.7%
Subtotal	102	3.4%
Other Outside Force Damage		
Car, truck or other vehicle not related to...	11	0.3%
Fire/explosion as primary cause	5	0.1%
Rupture of previously damaged pipe	8	0.2%
Vandalism	6	0.2%
Subtotal	30	1.0%
All Other \Causes		
Miscellaneous	58	1.9%
Unknown	27	0.9%
Various	567	19.1%
Subtotal	652	21.9%
Totals	2,878	97.0%

Source: PHMSA 2009d

1.4.1.2 Spill Frequency/Volume Analysis

In their existing Pipeline Integrity Management Program study, the Applicant computed the maximum potential line drainage between adjacent isolation or check valves factoring in the elevation of the pipeline to estimate the total volume that would be release at any point along the pipeline and identified the worse case location and worst case discharge amounts. The location of worst case discharge for the 8-inch and 14-inch pipeline in California is at Basin Road adjacent to Highway I-15 in the vicinity Cronese Dry Lake in the Lower Mojave Desert. The worst cast discharge for the 8-inch inch pipeline is 22,437 barrels and for 14-inch pipeline is 60,636 barrels (Integrated Contingency Pipeline November 2007).

Valves are used to isolate the portion of the line where there is a rupture in order to limit the volume of a potential release. 49 CFR 195.260 (a - f) dictates that valves have to be installed on hazardous liquid pipelines in the following locations:

- On the suction end and discharge end of a pump station such that the pump station can be isolated during an emergency;
- On each line entering or leaving a breakout storage tank area such that the tank can be isolated from other facilities;
- On each mainline along the pipeline that will minimize damage or pollution from an accidental discharge, as appropriate;
- On each lateral takeoff from a trunk line such that the lateral can be shut off without interrupting the flow in the trunkline;
- On each side of water crossing that is more than 100 feet wide from high water mark to high water mark, unless the Administrator finds that the valves are not justified; and
- On each side of a reservoir that holds water for human consumption.

The Applicant has included the valves listed in Table B-9 in the design of the proposed 16-inch pipeline.

Table B-9 Valves Incorporated into the Design of the 16-Inch Pipeline

Milepost	Valve Identification Number	Valve Type	Location	Rationale for Valve Location
0.00	Station	MOV	Colton Station	
0.21	#1	Gate	Colton Isolation	
2.71	#2	Check	North of I-10	
6.00	#3	Check	South of Foothill Blvd	
8.15	#3A	Check	Rialto Airport	
8.95	#3A (MRV)	Check	Rialto Airport	
9.14	#4	Gate	SR-210	
9.16	#4 (MRV)	Gate	SR-210	
10.43	#5	Gate	Lytle Creek (South)	Lytle Creek Fault
10.43	#6	Check	Lytle Creek (South)	Lytle Creek Fault
12.51	#7	Gate	Lytle Creek (North)	Lytle Creek Fault

Table B-9 Valves Incorporated into the Design of the 16-Inch Pipeline

Milepost	Valve Identification Number	Valve Type	Location	Rationale for Valve Location
12.51	#8	Check	Lytle Creek (North)	Lytle Creek Fault
12.66	#7 (MRV)	Gate	Lytle Creek (North)	Lytle Creek Fault
12.66	#8 (MRV)	Check	Lytle Creek (North)	Lytle Creek Fault
16.62	#9	Check	Devore	Glen Helen Fault
22.10	#10	Check	San Andreas Fault	San Andreas Fault
25.72	#10A	Check	USFS Fire Road	
26.59	Cajon	MOV	Cajon Station	Cleghorn Southern Fault
26.59	Cajon	Check	Cajon Station	Cleghorn Southern Fault
36.20	#13	MOV	Aqueduct (South)	
46.83	#14	MOV	Adelanto Junction	
52.82	#15	Gate	Mojave 1 (South)	
55.69	#16	Gate	Mojave 1 (North)	
55.70	#17	Check	Mojave 1 (North)	
62.40	#18	Gate	Helendale Fault	Helendale Fault
64.53	#19	Gate	Wild Wash	Helendale Fault
75.68	#20	MOV	Lenwood Junction	Lenwood Fault
78.10	#21	Check	Lenwood Fault	Lenwood Fault
80.75	#22	Gate	Barstow Road	
86.51	#23	Gate	Mojave 2 (South)	Harper Lake Fault
88.75	#24	Gate	Barstow Terminal (Incoming)	Harper Lake Fault
88.78	#25	Motor operated valve (MOV)	Barstow Terminal	Harper Lake Fault
88.80	#26	Gate	Barstow Terminal (Outgoing)	Harper Lake Fault
95.90	#27	Gate	Calico Fault	Calico Fault/Manix Fault
109.08	#28	Gate	Field Road	
117.26	#29	Gate	Afton Road	
127.70	#30	Gate	Basin Road	
138.40	#31	Gate	Zzyzx Road	Baker Fault

Table B-9 Valves Incorporated into the Design of the 16-Inch Pipeline

Milepost	Valve Identification Number	Valve Type	Location	Rationale for Valve Location
146.03	#32	Gate	Silver Lake (Incoming)	
146.04	Silver Lake	MOV	Silver Lake	
146.07	Silver Lake	MOV	Silver Lake	
146.08	#33	Gate	Silver Lake (Outgoing)	
146.09	#34	Check	Silver Lake (Outgoing)	
156.04	#35	Check	Halloran Springs	
170.22	#36	Gate	Cima Road	
174.52	#37	Check	Valley Wells	
185.56	#38	Gate	Nipton Road	
185.70	#38 (MRV)	Gate	Nipton Road	
190.48	#39	Gate	Yates Wells	
202.11	#40	Gate	Roach Lake	
206.10	#41	Check	Pops Oasis	
219.30	#42	MOV	Sloan Road	
222.7				
231.93	Sunset Junction	MOV	Sunset Junction	
231.94	Sunset Junction	Gate	Sunset Junction	

Source: Kinder Morgan 2009

Valves distances vary in the distance between them. The greatest distance between valves appears to be approximately 14 miles. The Applicant also has estimated release volumes based on pipeline rupture at fault zones and qualitatively estimated the probability of a potential pipeline rupture at these fault locations (Table B-10).

Table B-10 Estimate of Release Volumes from a Pipeline Rupture at Fault Zones

Milepost (MP) (Best Estimate) [a]	Fault Name (Segment) [b, c]	Valve Type and Approximate Location (MP)	Approximate Release Volume in Barrels [d]	Fault Rupture Hazard	Likelihood of Pipeline Deformation
10.5 – 12.5	San Gabriel FZ Multiple strands Lytle Creek Fault (San Bernardino)	Gate and Check Valves (10.4) Gate and Check Valves (16.6)	3,100	High	Medium
13.0 – 14.0 (13.5)	Glen Helen			High	Medium to High

Table B-10 Estimate of Release Volumes from a Pipeline Rupture at Fault Zones

Milepost (MP) (Best Estimate) [a]	Fault Name (Segment) [b, c]	Valve Type and Approximate Location (MP)	Approximate Release Volume in Barrels [d]	Fault Rupture Hazard	Likelihood of Pipeline Deformation
Glen Helen-MRV (1.0)				High	Medium
20.75 – 21.0	San Bernardino (North)	Check Valve (22.1)	1,300	High	High
21.0 – 22.0 (21.4)	San Bernardino (North)				
23.75 – 25.0 (24.0,24.3, 24.5)	Cleghorn Southern	Check Valve and MOV at Cajon Station (26.6)	2,000	Low	Low
62.5 – 63.0 (62.6)	Helendale	Gate Valve (62.4 and 64.5)	6,700	Moderate	Low
77.5 – 78.0 (77.85)	Lenwood	MOV at Lenwood Junction (75.6) Check Valve (78.1)	1,300	Moderate	Medium
85.5 – 87.0	Harper Lake	Gate Valve (86.5) MOV and Gate Valves at Barstow Terminal (88.7)	8,900	Low	Low
96.0 – 96.6 (96.3)	Calico	Gate Valve (95.8)	5,000	Moderate	Medium
99.0 – 100.0 (western segment- 99.1) central segment is ~1.3-mi SE of MP 109	Manix (3 segments)	Gate Valve (95.8)	8,300	Low	Low
141.0 – 142.0	Baker	Gate Valve (138.4)	11,500	Very Low	Very Low
(231.5 – 231.8) (233.4 – 233.5)	Decatur and Valley View	Henderson MOV (222.7)	6,300	Very Low	Very Low

Source: URS 2009

Notes:
Check valves prevent backflow. MOV=Motor-operated valve.

[a] Fault crossing preferred alignment approximately located using 1:24,000 map scale.

[b] USGS, Earthquakes Hazards Program / Quaternary Fault and Fold Database.

[c] Morton, M Douglas and Fred K. Miller, (2003) Preliminary geologic map of the San Bernardino 30' x 60' quadrangle, California. USGS. Website: http://geopubs.wr.usgs.gov/open-file/03-293

[d] One barrel equals 42 gallons. Volumes based on pumps shutting off within 5 minutes after a major earthquake.

Table B-9 indicates that valves have been placed on either side of a fault. Additional mitigation and preventive measures, such as valves, may be necessary based on the HCA analysis, discussed above, that would not be completed until the pipeline is scheduled to begin operations.

Sites with known or suspected shallow contaminated soil or groundwater located within 500 feet of the center of the ROW and are listed Table B-11.

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
Chevron Tank Farm	2297 S. Riverside Ave., Colton, CA	0 and 1	UST, RCRA-SQG, Permits San Bernardino	Contaminated groundwater
Yermo Truck Stop/Groundwater	39753 Yermo Rd, Yermo, CA	0 and 1	BEP	Inactive service station facility with a chronic fuel leakage; may have contributed to nearby groundwater contamination; may have been delisted from BEP
Mobil Facility #04-086 Colton Terrace	2305 South Riverside Ave, Bloomington, CA	0 and 1	LUST, HAZNET, RCRA-SQG, UST, EMI, FINDS	Gasoline release affecting a drinking water aquifer, cleanup action in 1999
Union Pacific Railroad- Niland	19100 Slover Ave, Bloomington, CA	1 and 2	Ca-SLIC, HAZNET, ERNS, ENVIROSTOR, CHMIRS, HMIRS, Permits San Bernardino	Releases of hazardous materials including the release of diesel, sulfuric acid, methanol unidentified releases from a leaking and smoking tank car, and other reports of releases of oil, ethanol, asphalt, liquid propane gas, sulfuric acid, sulfonic acid, sodium hydroxide, phosphoric acid and others in the rail yard.
Rialto Unified School District	625 West Rialto Ave, Rialto, CA	5 and 6	CORTESE, Orphan Summary	NA
Shell Service Station	684 Foothill Blvd, Rialto, Ca	6	CORTESE	NA
West San Bernardino County Water District	855 Baseline West, Rialto, CA	7	UST, Orphan – LUST	NA
Cactus Dump	E ½, NE ¼ of Section 3 T1S, R5W in Rialto, CA	7 and 8 on a MRV	SWIS, SWLF	Closed solid waste facility
ETF Explosives Technologies International	2900 Tamarind Ave., Rialto, CA	8	SLIC	Near Mid-Valley Sanitary Landfill
Mid Valley Sanitary Landfill and Northeast Expansion	2390 North Adler Ave., Rialto, CA	9, 10	SWIS, SWLF, SLIC	Permitted solid waste landfill that accepts construction/demolition, industrial, mixed, municipal waste and tires; Investigations underway

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
American Promotional Events	3196 North Locust, Rialto, CA	10 on a MRV	CERCLIS, SLIC, HAZNET, RCRA-SQG, USTs, FINDS, ERNS	160 acre site on the Rialto-Colton Plume. A 2006 preliminary assessment/site inspection concluded that the site be considered a low priority for further assessment
Denova Environmental, Inc.	2824 North Locust Ave. Rialto, CA	10 on a MRV	LIENS, FTTS, Historical FTTS, FINDS, ICIS, HAZNET, Permits San Bernardino	An inactive facility. NFRAP as of 2006 following an integrated removal assessment; mixing of incompatible chemicals in a trailer causing a fire for which the fire department responded and allowed the fire to burn out. The chemicals were reported as thermally degraded and no water was used to put out the fire.
March Pipe Company	2750 N. Locust St. Rialto, CA	10 on a MRV	RWQCB WIP, FID, UST, San Bernardino database, HAZNET	Active facility
Cajon Landfill	Institution Road at Canon Blvd, San Bernardino, CA	12 on a MRV	CERCLIS, FINDS	Part of a NPL site; A 1990 preliminary assessment concluded the site was "higher priority for further assessment."
Camp Ono	I-215 north of University Parkway, San Bernardino, CA	15 on a MRV	CERCLIS, FINDS	A 1990 preliminary assessment concluded the site was "higher priority for further assessment."
Devore Landfill	T2N, R5W, Section 33, San Bernardino, CA	15 and 16	SWIS, SWLF	Closed solid waste disposal site listed with a pre-regulation status
Soil Treatment Devore	2590 Glen Helen Rd, Devore, CA	15	WMUDS/SWAT	Contaminated soil.
Devore Forest Fire Station	18365 Cajon Blvd, Devore, CA	21	WMUDS/SWAT	NA
Circle K/Unocal	8324 Hwy 138, Phelan, CA	25	LUST	MTBE was reported to have affected a drinking water aquifer and a preliminary site assessment workplan

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
				was reported as submitted in February 2001.
George Air Force Base	Near SR 395, east of Adelanto, CA	46 and 53	NPL, CERCLIS, CORRACTS, DOD, EIC, RCRA-TSD	Trichloroethene contaminated groundwater, depth to groundwater unknown.
Unnamed landfill facility	Adelanto, CA	48	SWIS, SWLF, CHMIRS	Landfill with petroleum releases that affected a waterway
Barstow Marine Corp Logistic Base	Barstow, CA	83 and 91	DOD, Envirostor, active Federal Superfund site	Contaminated groundwater, remedial action is occurring under EPA. This site has the potential for shallow groundwater. See also explanation below.
Yermo Class III Landfill, Nebo Industrial WTF, Yermo WTF	Barstow, CA	83 and 91	WMUDS/SWAT	Orphan site
Calnev	34277 Daggett-Yermo Rd, Daggett, CA	88 and 89	SLIC	Active Case
Waterloo, and Oriental mines.		Near MP 88.5		Potentially contaminated mill waste
Baker General Store	71780 Baker Blvd. Baker, CA	MRV near MP 144	LUST	Oxygenated volatile organic compounds (VOCs) were reported to have affected a drinking water aquifer.
Pikes Mobile	71927 Baker Blvd, Baker, CA	MRV near MP 144	LUST	The oxygenated VOC methyl-tert butyl ether (MTBE) was reported to have affected a drinking water aquifer. Both remedial action/cleanup and post remedial action monitoring were reported as of October 2003.
Arco#5010	72058 Baker Blvd, Baker, CA	MRV near MP 144	LUST	MTBE was reported to have affected a drinking water aquifer and remedial action/cleanup was reported as underway as of June 1999.
Chevron #9-9879	72063 Baker Blvd, Baker, CA	MRV near MP 144	LUST, CORTESE, RCRA-SQG,	MTBE was reported to have affected a drinking water aquifer which is addressed

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
			HAZNET, Permits San Bernardino and UST	by a vapor extraction remediation plan November 2001.
Arco Station 5951	72111 Baker Blvd, Baker, CA	MRV near MP 144	LUST, CORTESE, HAZNET, UST	MTBE was reported to have affected a drinking water aquifer and remedial action/cleanup was reported as underway as of November 2001.
Unocal Station	72137 Baker Blvd, Baker, CA	MRV near MP 144	LUST	MTBE was reported to have affected a drinking water aquifer and a pollution characterization was reported as reviewed in May 2002.
Former Xcel Station	72307 Baker Blvd, Baker, CA	MRV near MP 144	LUST, UST	Gasoline was reported to have affected a drinking water aquifer. A preliminary site assessment workplan was submitted in December 2002.
Bronco Station (Former)*	72074 Baker Blvd, Baker, CA	MRV near MP 144	CORTESE	Release from UST - in the same area as MTBE has affected a drinking water aquifer.
Texaco Station	72132 Baker Blvd, Baker, CA	MRV near MP 144	CORTESE, HAZNET, UST	Release from UST - in the same area as MTBE has affected a drinking water aquifer.
Caltrans-Halloran	Route 15	147	WMUDS/SWAT, Orphan	NA

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
Chevron Mining, Inc. – Mountain Pass Mine	67750 Bailey Rd, Mountain Pass, CA	180	CORRACTS, WMUDS/ SWAT, landfill, NPDES, CHMIRS, LUST, FINDS, EMI, UST, AST, RCRA-SQG	An industrial facility that treats and/or disposes of liquid or semisolid wastes from any servicing, producing, manufacturing or processing operation of whatever nature and is designated Category C as having no waste treatment system. The facility is considered a minor threat to water quality. The site was assigned a medium corrective action priority. Numerous written informal and general violations were reported. Multiple facilities associated with this site include a solid waste disposal site and evaporation pond facility. Releases of lanthanum product/water, wastewater, nitric acid, and other releases
Jean Mill Concentrate	Jean, Nevada	208	NDEP BCA	Lead may be encountered in surface or near surface soils adjacent to the railroad tracks along the ROW
Former D&G Oil Facility	6179 Las Vegas Boulevard Las Vegas, Nevada	MRV near MP 232	LUST, HWS, historic and active USTs	Confirmed release of gasoline affecting soil and groundwater. Investigation of a release of gasoline affecting soil was closed in February 2004.

Table B-11 Sites with Potential Shallow Contaminated Soil or Groundwater Within 500 Feet of the Center of the ROW

Site	Location	Milepost	Database	Issue
Calnev Pipeline Bracken		233	NDEP BCA	Confirmed release of jet fuel/aviation gasoline and jet A that has affected soil and groundwater. The case status is open

Database Names:
AST: Aboveground Storage Tank
BEP: Bond Expenditure Plan
Ca-SLIC: California Spill, Leak, Investigation, and Cleanup Sites
CERCLIS: Comprehensive Environmental Response, Compensation, and Liability Information System
CHMIRS: California Hazardous Material Incident Report System
CORRACTS: Corrective Action Report
CORTESE: Cortese list of identified hazardous waste and substance sites
DOD: Department of Defense
EIC - Engineering and Institutional Controls
EMI: Emissions Inventory Database
ENVIROSTOR: Formerly the Calsites Database
ERNS: Emergency Response Notification System
FID: Facility Inventory Database
FINDS: Facility Index System/Facility Registry System
FTTS: FIFRA/TSCA Tracking System
HAZNET: California Environmental Protection Agency HAZNET Facility and Manifest Database
Historical FTTS: Historical FIFRA/TSCA Tracking System
HWS: Hazardous Waste Site
LUST: Leaking Underground Storage Tank
LIENS: Federal Superfund Liens
NA: Not Available
NDEP BCA: Nevada Department of Environmental Protection Bureau of Corrective Action
NPDES: National Pollutant Discharge Elimination System
NPL: National Priorities List
Orphan: Exact location unknown
RCRA-SQG: Resource Conservation and Recovery Act: Small Quantity Generator
RCRA-TSD - Resource Conservation and Recovery Act list of facilities that transport, store, and/or dispose
ROW: Right of Way
RWQCB: Regional Water Quality Control Board
SLIC - Spill, Leak, Investigation, and Cleanup Sites
SWIS: Solid Waste Inventory Sites
SWLF: Solid Waste Landfills
TSCA: Toxic Substance Control Act
UST: Underground Storage Tanks
WIP: Well Investigation Program Case List
WMUDS/SWAT: Waste Management Unit Databases/Solid Waste Assessment Test

Source: URS Corporation 2008

1.4.1.3 Consequence Analysis

Multiple factors would influence the potential impact of spill or release. These include the location of the spill, the commodity spilled, the volume of the spill, the receptors, weather conditions, water levels.

In general, a release from a hazardous liquid pipeline can result in liquid flowing off the ROW to another location. The liquid can pool or follow the topography of the surrounding area. The rate of release from a leak depends on the pressure that is generated as long as pumping continues. For a rupture, the release rate depends on the bulk flow rate while pumping continues. The size of the pool that forms depends on the rate of release, the duration of the release, the rate of soil absorption, and the rate of evaporation. Once a release is detected, either the operator shuts off the pumps at the pump station and/or close block valves on either side of the release location. After this is done, liquids can still be released if there is an elevation gradient by which the liquid can drain from the pipeline. Another consideration from liquid releases is that there is a potential for fire and explosions. The impacts of each depend on the surface area of the pool that is formed (URS 2007).

To date, the Applicant has not performed a pipeline risk assessment and is not required to complete one until they begin operations. Potential consequences include leaks, ruptures, or failure in which different quantities of petroleum products would be released.

1.4.2 Applicant Safety Features that Would be Incorporated into the Design, Operation, and Maintenance of the Proposed Project

This section describes the safety features that would be used for each step of the proposed Project from construction to operations and maintenance. The information is derived from the Applicant's SF299.

General precautions that the Applicant takes in planning pipeline routes is to avoid the use of railroad ROWs and bury pipelines with 4 feet of cover. 49 CFR 195.248 requires 3 feet of cover in industrial, commercial, and residential areas. The Applicant currently uses an active ROW defense program.

1.4.2.1 Construction of the Proposed Project

During construction, the Applicant plans to incorporate the following measures into to ensure the integrity of the pipeline.

Welding

All field welding would be performed by qualified welders in accordance with American Petroleum Institute (API) 1104 (Standard for Welding Pipe Lines and Related Facilities) as well as the rules and regulations of the U.S. Department of Transportation (DOT) found in the 49 CFR 195. 49 CFR 195 requires that 10 percent of welds be radiographically inspected; Calnev would exceed this requirement by inspecting 100 percent of welds on the pipeline portion of the proposed Project. Radiographs would be recorded and interpreted for acceptability according to requirements of API 1104. All rejected welds would be repaired or replaced as necessary and again radiographed. The x-ray reports as well as a record indicating the location of welds would be kept for the life of the pipeline. As a safety precaution, a minimum of one 20-pound dry chemical unit fire extinguisher would accompany each welding truck on the job.

Pipeline Coating

To protect the pipe from corrosion, state-of-the-industry pipeline coating would be applied at a qualified facility before pipe delivery to the construction site. Where welds are made to join pipe sections, field coating would be necessary to provide a continuous coating along the pipeline. After the pipe has been welded and radiographically inspected, heat shrink polyethylene sleeves, polyken tape and tape primer, or other appropriate coating material would be used to coat the welds.

A detection test would be conducted to locate any coating discontinuities that could permit moisture to reach the pipe. A holiday[2] detector would test for these discontinuities by developing an electrical potential between the pipe and an electrode on the coating exterior or ground. All coated pipe, including field joints, fittings, and bends, would be tested and repaired as necessary before backfilling.

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[2] Holidays are inadequately coated areas or segments of pipeline.

Hydrostatic Testing

In addition to standard mill testing of all pipe and fittings, hydrostatic testing would be performed after construction and before startup as mandated by Federal regulations (49 CFR 195) for all new petroleum pipelines. A hydrostatic test involves filling a test section of the pipeline with fresh water and increasing pressure to a predetermined level. This pressure level would be at least 1.25 times the pipeline maximum operating pressure or up to 90 percent of the specified minimum yield strength of the pipe. This test is designed to prove that the pipe, fittings, and weld sections would maintain mechanical integrity without failure or leakage under pressure.

As with x-ray reports of welding locations, permanent records would be kept of each eight-hour hydrostatic test. The records would contain the exact location of the test segment, the elevation profile, a description of the facility, and continuous pressure and temperature of the line throughout the test. Deadweight testers would be used to verify the accuracy of pressure-recording devices and charts during the test, as required by 49 CFR 195.

Pipeline Marking

At the time of backfilling, a colored warning tape would be buried from approximately 18 inches above the pipeline and extending to the ground surface to indicate the presence of a buried pipeline to third-party excavators.

1.4.2.2 Operation of the Proposed Project

Supervisory Control and Data Acquisition (SCADA) System

Kinder Morgan currently monitors the Calnev pipeline system with a Supervisory Control and Data Acquisition (SCADA) System. The SCADA system is a computer system that gathers and analyzes real-time system operation 24-hours a day. The safety system that would be used for the proposed Project is based on the current SCADA System.

Pumps used to move product through the pipeline would be equipped with various safety devices that measure pressure, electrical current, and temperature to assure reliable and safe operation of the pumps. The pipeline would be protected by pressure control valves as well as pressure measuring devices. The safety system would maintain communications and system control by sending instructions to and receiving information from Programmable Logic Controllers located at interval along the proposed Project route. The computerized system would continuously gather operational data from critical sources throughout the system and automatically adjust the pressure and flow rate of the pipeline to provide for safe operation of the system.

Pipeline Leak Detection System

The pipeline leak detection system would perform computerized surveillance of volumetric line balance, flow deviation and pressure deviation. Line balance calculations would continuously compare the product metered in and out at various stations. All shipping pumps would be equipped with maximum and minimum shut down devices. These devices would automatically shut down the pipeline in case of a substantial pressure anomaly. The line balance system would be designed to both detect leaks and alert monitors in the event of possible leaks.

The "One Call" System

Once in operation, Calnev would also adopt a "one call" system. This system provides a single toll-free number for contractors and individuals to call before digging in the vicinity of the pipeline. This is in addition to the warning tape with the pipeline name that would be buried approximately 18 inches above the pipeline.

Emergency Response

For the existing pipeline system, an Oil Spill Response Plan (OSRP) has been approved by appropriate federal, state, and local agencies (including Department of Fish and Game, Office of Spill Prevention and Response). An OSRP is required under California state and federal regulations (SB 2040 and 40 CFR 300, the Hazardous Substances Pollution Contingency Plan). The Applicant also has an Emergency Plan that specifies measures to be taken in emergency scenarios. These documents identify the responsible parties for incident command and the supporting organizations/agencies. Normally, the fire department commanders remain the incident commander until relieved by other authorities legally required to assume responsibility for the incident. Both documents, the OSRP and Emergency Plan, would have to be updated to include contingencies for the proposed pipeline.

Currently pump stations have fire fighting and other emergency equipment. This equipment includes carbon dioxide and/or halon fire extinguishers inside the control rooms for electrical fires around panels and switchgear. Dry powder fire extinguishers are located in the station yard for hydrocarbon fires. Fire suppressant foaming agents (ATC concentrate) and related foam generation equipment are located onsite or readily available. Emergency call lists are posted at all stations.

A regional spill response cooperative currently serves as the emergency response contractor with primary responsibility for containment, cleanup, and health and safety. The OSRP includes a list of third-party contractors that would provide manpower and equipment such as vacuum trucks, boats, oil skimmers, absorbent and skirted booms, dump trucks, portable tanks, absorbent materials, dispersants, steam cleaners, hydroblasters, cranes, and forklifts. Current operations personnel of the proposed Project are trained in the Incident Command System and oil spill containment and cleanup procedures. Under the current plans, local emergency response providers would be notified to assist in traffic control, evacuations of homes or businesses, crowd control, ambulance and hospital services, and backup fire protection services.

1.4.2.3 Maintenance of the Proposed Project

Pigging, Anomaly Excavation, and Repair

Pigs or scrapers are devices inserted into the pipeline at launching points and retrieved at receiving points called scraper traps. Pigs are used to clean and inspect the pipeline. "Smart" pigs are devices used to inspect and record the condition of the pipe. Smart pigs detect where corrosion or other damage has affected the pipeline wall's thickness or shape.

The proposed Project would use smart pigs throughout the line to test and monitor pipeline integrity in accordance with DOT standards. If the smart pig detects an anomaly in the pipeline during routine testing, crews would be deployed to the site to excavate the potentially compromised section(s) of pipeline. Crews would inspect the pipe, and product shipment would cease before pipeline is emptied in subject areas and then repaired.

Inspections and Testing

In accordance with DOT requirements (49 CFR 195), the proposed Project would be visually inspected by line rider patrol, at a minimum of two times a week, for third-party construction or other factors that might threaten the integrity of the pipeline. Inspection of highway, utility, and pipeline crossing locations would be conducted in accordance with state and federal regulations.

Pipe protection level would be inspected annually at all test locations, quarterly at control points, and more than four times a year at cathodic protection systems to ensure corrosion control. Hydrostatic testing during pipeline operation would be conducted as required by DOT. Block valves would be cycled and inspected twice annually (49 CFR 195.420).

1.5 Summary

This analysis indicates that pipeline leaks and ruptures do occur. The causes vary, but are predictable, given the history of pipeline incidents. When an incident occurs, the consequences vary according to the size of the leak or rupture, the cause, the location, and the liquid being transported. The history of pipeline incidents in California and Nevada suggest that several pipeline incidents occur annually. The Applicant has incorporated numerous safety and mitigation features into the pipeline design to decrease the potential for an incident and the adverse effects if an incident were to occur. Despite these safety features and operations monitoring and preparedness, a pipeline incident could occur and its effects could be significant.

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APPENDIX C

AIR EMISSIONS CALCULATIONS

Appendix C - Part I
Construction Emission Calculations
Calnev Expansion Project

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Table 1
Construction Spread and Spread Information
Calnev Expansion Project

Spread / Crew	Description of Work	Work Duration			No. of Personnel	Work Location(s)	Air Basin	Area	Work Distribution by Air Basin[a]
		Months	Weeks	Days					
Mainline Spread No. 1	Pipeline Installation - cross country/off-road	8	33	198	110	MP 29 to MP 58	MDAB	Western Mojave Ozone NAA	100%
Mainline Spread No. 2	Pipeline Installation - cross country/off-road	8	33	198	200	MP 58 to MP 135	MDAB	Western Mojave Ozone NAA	45%
						MP 135 to MP 195	MDAB	-	35%
						MP 195 to MP 217	Clark Co., NV	HAs 164A, 164B, 165	13%
						MP 217 to MP 228	Clark Co., NV	HA 212	7%
Street Work Spread No. 1	Roadway	8	33	198	75	MP 0 to MP 11	SCAB	-	100%
Street Work Spread No. 2	Roadway	8	33	198	75	MP 11 to MP 23	SCAB	-	67%
						MP 23 to MP 29	MDAB	Western Mojave Ozone NAA	33%
Street Work Spread No. 3	Roadway	8	33	198	75	MP 228 to MP 233	Clark Co., NV	HA 212	100%
Hammer Bore Crew	Water, railroad and highway crossings	7	28	168	10	Various	SCAB	-	33%
							MDAB	Western Mojave Ozone NAA	25%
							MDAB	-	25%
							Clark Co., NV	HAs 164A, 164B, 165	10%
							Clark Co., NV	HA 212	7%
Auger Bore Crew	Water, railroad and highway crossings	7	28	168	15	Various	SCAB	-	33%
							MDAB	Western Mojave Ozone NAA	25%
							MDAB	-	25%
							Clark Co., NV	HAs 164A, 164B, 165	10%
							Clark Co., NV	HA 212	7%
HDD Crew No. 1	Water, railroad and highway crossings	7	28	168	14	Various	SCAB	-	100%
HDD Crew No. 2	Water, railroad and highway crossings	7	28	168	14	Various	MDAB	Western Mojave Ozone NAA	100%
HDD Crew No. 3	Water, railroad and highway crossings	7	28	168	14	Various	MDAB	Western Mojave Ozone NAA	50%
							Clark Co., NV	HA 212	50%
Station Work Crew No. 1	Station upgrades	4	16	92	20	Colton	SCAB	-	20%
						Cajon Pass, Adelanto, Lenwood, Barstow, Yermo	MDAB	Western Mojave Ozone NAA	80%
Station Work Crew No. 2	Station upgrades	4	16	92	20	Baker, Silver Lake, Cima	MDAB	-	50%
						Sunrise, Bracken, McCarran, and Las Vegas	Clark Co., NV	HA 212	50%

Key:

MDAB = Mojave Desert Air Basin (San Bernardino County, California)
SCAB = South Coast Air Basin (San Bernardino County, California)
HDD = Horizontal Directional Drilling

Notes:

a Estimations based on current Project Description information

Table 2
Summary of Total Construction Emissions
Calnev Expansion Project

		Emissions (tons)						**GHG Emissions (metric tons)**		
Location	**Sub-Region**	**VOC**	**CO**	**NO$_x$**	**SO$_2$**	**PM$_{10}$**	**PM$_{2.5}$**	**CO$_2$**	**CH$_4$**	**Total CO$_2$e**
SCAB	-	11	47	90	0.11	38	8	9,616	0.8	9,634
MDAB	Inside Western Mojave Ozone NAA	28	112	230	0.27	131	23	23,064	2.1	23,112
	Outside Western Mojave Ozone NAA	5.9	24	48	0.055	27	4.9	4,647	0.45	4,657
	Subtotal	*33*	*136*	*277*	*0.32*	*159*	*28*	*27,711*	*2.5*	*27,770*
Clark County, NV	HAs 164A, 164B, and 165	2.0	8.2	16	0.019	10	1.7	1,593	0.15	1,596
	HA 212	7.5	32	61	0.074	26	5.3	6,415	0.56	6,428
	Subtotal	*10*	*40*	*77*	*0.093*	*36*	*7.0*	*8,008*	*0.71*	*8,025*
TOTAL		**54**	**222**	**445**	**0.53**	**232**	**43**	**45,335**	**4.0**	**45,428**

Table 3

Summary of Daily Construction Emissions - SCAB

Calnev Expansion Project

			Emissions (lbs/day)					
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO$_x$**	**SO$_2$**	**PM$_{10}$**	**PM$_{2.5}$**
Street Work Spread No. 1	Exhaust Emissions	Non Road Equipment	40	136	302	0.34	16	16
		On Road Vehicles	14	95	106	0.15	3.9	3.3
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	15	3.2
		Roads	-	-	-	-	115	12
	Subtotal		**53**	**231**	**408**	**0.49**	**150**	**34**
Street Work Spread No. 2	Exhaust Emissions	Non Road Equipment	40	136	302	0.34	16	16
		On Road Vehicles	14	95	106	0.15	3.9	3.3
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	15	3.2
		Roads	-	-	-	-	115	12
	Subtotal		**53**	**231**	**408**	**0.49**	**150**	**34**
Hammer Bore Crew	Exhaust Emissions	Non Road Equipment	5.9	21	61	0.068	2.2	2.2
		On Road Vehicles	1.2	8.3	9.3	0.013	0.34	0.29
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	33	3.3
	Subtotal		**7.1**	**29**	**70**	**0.081**	**45**	**7.9**
Auger Bore Crew	Exhaust Emissions	Non Road Equipment	8.8	37	73	0.085	3.5	3.5
		On Road Vehicles	0.9	6.6	7.4	0.011	0.27	0.23
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	28	2.8
	Subtotal		**10**	**43**	**80**	**0.10**	**42**	**8.7**
HDD Crew No. 1	Exhaust Emissions	Non Road Equipment	30	106	318	0.41	12	12
		On Road Vehicles	6.8	47	53	0.076	2.0	1.7
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	187	19
	Subtotal		**37**	**154**	**371**	**0.49**	**211**	**34**
Station Work Crew No. 1	Exhaust Emissions	Non Road Equipment	28	85	183	0.22	9.8	9.8
		On Road Vehicles	2.3	16	18	0.026	0.66	0.57
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	26	2.7
	Subtotal		**30**	**101**	**201**	**0.24**	**47**	**15**
TOTAL			**190**	**789**	**1,538**	**1.9**	**644**	**135**

Table 4

Summary of Total Construction Emissions - SCAB

Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Street Work Spread No. 1	Exhaust Emissions	Non Road Equipment	3.5	12	27	0.030	1.4	1.4	2,503	0.28	2,509
		On Road Vehicles	1.1	8.0	9.0	0.013	0.33	0.28	1,186	0.050	1,187
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.9	0.19	-	-	-
		Roads	-	-	-	-	9.7	1.0	-	-	-
	Subtotal		**4.6**	**20**	**36**	**0.043**	**12**	**2.9**	**3,689**	**0.33**	**3,696**
Street Work Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	2.3	8.0	18	0.020	0.95	0.95	1,677	0.19	1,681
		On Road Vehicles	0.8	5.4	6.0	0.009	0.22	0.19	794.6	0.03	795
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.6	0.13	-	-	-
		Roads	-	-	-	-	6.5	0.67	-	-	-
	Subtotal		**3.1**	**13**	**24**	**0.029**	**8.3**	**1.9**	**2,471**	**0.22**	**2,477**
Hammer Bore Crew[2]	Exhaust Emissions	Non Road Equipment	0.13	0.47	1.4	0.0015	0.051	0.051	139	0.011	139
		On Road Vehicles	0.033	0.23	0.26	0.00037	0.010	0.0081	34	0.0014	34
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.16	0.034	-	-	-
		Roads	-	-	-	-	0.91	0.09	-	-	-
	Subtotal		**0.17**	**0.70**	**1.6**	**0.0019**	**1.1**	**0.18**	**173**	**0.012**	**173**
Auger Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.20	0.84	1.7	0.0019	0.081	0.081	160	0.016	160
		On Road Vehicles	0.026	0.18	0.20	0.00029	0.0076	0.0065	27	0.0011	27
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.16	0.034	-	-	-
		Roads	-	-	-	-	0.77	0.078	-	-	-
	Subtotal		**0.23**	**1.0**	**1.9**	**0.0022**	**1.0**	**0.20**	**187**	**0.017**	**187**
HDD Crew No. 1	Exhaust Emissions	Non Road Equipment	2.1	7.4	22	0.028	0.80	0.80	2,462	0.17	2,466
		On Road Vehicles	0.47	3.3	3.7	0.0053	0.14	0.12	482	0.020	483
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.5	0.10	-	-	-
		Roads	-	-	-	-	13	1.3	-	-	-
	Subtotal		**2.5**	**11**	**26**	**0.034**	**14**	**2.3**	**2,944**	**0.19**	**2,949**
Station Work Crew No. 1[4]	Exhaust Emissions	Non Road Equipment	0.20	0.61	1.3	0.0016	0.070	0.070	133	0.016	133
		On Road Vehicles	0.018	0.13	0.14	0.00021	0.0053	0.0045	19	0.00080	19
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.06	0.012	-	-	-
		Roads	-	-	-	-	0.22	0.022	-	-	-
	Subtotal		**0.22**	**0.74**	**1.5**	**0.0018**	**0.35**	**0.11**	**152**	**0.017**	**152**
TOTAL			**11**	**47**	**90**	**0.11**	**38**	**7.6**	**9,616**	**0.79**	**9,634**

Notes:

1. Emissions in SCAB based on 67% of total emissions for Street Work Spread No. 2.
2. Emissions in SCAB based on 33% of total emissions for Hammer Bore Crew.
3. Emissions in SCAB based on 33% of total emissions for Auger Bore Crew.
3. Emissions in SCAB based on 20% of total emissions for Station Work Crew No. 1.

Table 5
Summary of Daily Construction Emissions - MDAB
Calnev Expansion Project

			Emissions (lbs/day)					
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**
Mainline Spread No. 1	Exhaust Emissions	Non Road Equipment	144	513	1,195	1.3	58	58
		On Road Vehicles	25	175	196	0.28	7.3	6.2
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	60	13
		Roads	-	-	-	-	693	70
	Subtotal		**169**	**689**	**1,392**	**1.58**	**819**	**146**
Mainline Spread No. 2	Exhaust Emissions	Non Road Equipment	144	513	1,195	1.3	58	58
		On Road Vehicles	25	175	196	0.28	7.3	6.2
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	60	13
		Roads	-	-	-	-	693	70
	Subtotal		**169**	**689**	**1,392**	**1.6**	**819**	**146**
Street Work Spread No. 2	Exhaust Emissions	Non Road Equipment	40	136	302	0.34	16	16
		On Road Vehicles	14	95	106	0.15	3.9	3.3
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	15	3.2
		Roads	-	-	-	-	115	12
	Subtotal		**53**	**231**	**408**	**0.49**	**160**	**34**
Hammer Bore Crew	Exhaust Emissions	Non Road Equipment	5.9	21	61	0.068	2.2	2.2
		On Road Vehicles	1.2	8.3	9.3	0.013	0.34	0.29
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	33	3.3
	Subtotal		**7.1**	**29**	**70**	**0.081**	**45**	**7.9**
Auger Bore Crew	Exhaust Emissions	Non Road Equipment	8.8	37	73	0.085	3.5	3.5
		On Road Vehicles	0.9	6.6	7.4	0.011	0.27	0.23
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	28	3
	Subtotal		**10**	**43**	**80**	**0.10**	**42**	**9**
HDD Crew No. 2	Exhaust Emissions	Non Road Equipment	30	106	318	0.41	12	12
		On Road Vehicles	6.8	47	53	0.076	2.0	1.7
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	187	19
	Subtotal		**37**	**154**	**371**	**0.49**	**211**	**34**
HDD Crew No. 3	Exhaust Emissions	Non Road Equipment	30	106	318	0.41	12	12
		On Road Vehicles	6.8	47	53	0.076	2.0	1.7
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	187	19
	Subtotal		**37**	**154**	**371**	**0.49**	**211**	**34**
Station Work Crew No. 1	Exhaust Emissions	Non Road Equipment	28	85	183	0.22	9.8	9.8
		On Road Vehicles	2.3	16	18	0.026	0.66	0.57
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	26	2.7
	Subtotal		**30**	**101**	**201**	**0.24**	**47**	**15**
Station Work Crew No. 2	Exhaust Emissions	Non Road Equipment	28	85	183	0.22	9.8	9.8
		On Road Vehicles	2.3	16	18	0.026	0.66	0.57
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	26	2.7
	Subtotal		**30**	**101**	**201**	**0.24**	**47**	**15**
TOTAL			**540**	**2,190**	**4,488**	**5.3**	**2,389**	**442**

Table 8

Summary of Total Construction Emissions - MDAB (Portion Inside Western Mojave Desert Ozone NAA)

Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Mainline Spread No. 1	Exhaust Emissions	Non Road Equipment	12	43	100	0.1	4.9	4.9	9,116	1.0	9,140
		On Road Vehicles	2.2	16	17	0.025	0.65	0.55	2,298	0.10	2,301
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	3.7	0.8	-	-	-
		Roads	-	-	-	-	62	6.2	-	-	-
	Subtotal		**15**	**59**	**118**	**0.1**	**71**	**12**	**11,415**	**1.1**	**11,440**
Mainline Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	5.5	19	45	0.0	2.2	2.2	4,102	0.45	4,113
		On Road Vehicles	1.0	7.0	7.8	0.011	0.29	0.25	1,034	0.044	1,035
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	1.7	0.35	-	-	-
		Roads	-	-	-	-	28	2.8	-	-	-
	Subtotal		**6.5**	**28**	**53**	**0.1**	**32**	**5.6**	**5,137**	**0.50**	**5,148**
Street Work Spread No. 2[2]	Exhaust Emissions	Non Road Equipment	1.1	4.0	8.6	0.010	0.47	0.47	828	0.093	828
		On Road Vehicles	0.38	2.7	3.0	0.0043	0.11	0.094	391	0.017	392
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.30	0.06	-	-	-
		Roads	-	-	-	-	3.2	0.33	-	-	-
	Subtotal		**1.5**	**6.6**	**12**	**0.014**	**4.1**	**1.0**	**1,217**	**0.11**	**1,220**
Hammer Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.10	0.35	1.1	0.0012	0.038	0.038	105	0.0063	106
		On Road Vehicles	0.025	0.17	0.19	0.0003	0.007	0.006	26	0.0011	26
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.12	0.026	-	-	-
		Roads	-	-	-	-	0.69	0.069	-	-	-
	Subtotal		**0.13**	**0.5**	**1.2**	**0.0015**	**0.9**	**0.14**	**131**	**0.0094**	**131**
Auger Bore Crew[4]	Exhaust Emissions	Non Road Equipment	0.15	0.63	1.3	0.0015	0.061	0.061	121	0.012	121
		On Road Vehicles	0.020	0.14	0.16	0.00022	0.006	0.005	20	0.0009	20
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.12	0.03	-	-	-
		Roads	-	-	-	-	0.59	0.059	-	-	-
	Subtotal		**0.17**	**0.77**	**1.4**	**0.0017**	**0.8**	**0.15**	**142**	**0.013**	**142**
HDD Crew No. 2	Exhaust Emissions	Non Road Equipment	2.1	7.4	22	0.028	0.80	0.80	2,462	0.17	2,466
		On Road Vehicles	0.47	3.3	3.7	0.0053	0.14	0.12	482	0.020	483
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.5	0.10	-	-	-
		Roads	-	-	-	-	13	1.3	-	-	-
	Subtotal		**2.5**	**11**	**26**	**0.034**	**14**	**2.3**	**2,944**	**0.19**	**2,949**
HDD Crew No. 3[5]	Exhaust Emissions	Non Road Equipment	1.0	3.7	11	0.014	0.40	0.40	1,231	0.085	1,233
		On Road Vehicles	0.23	1.6	1.8	0.0026	0.068	0.058	241	0.010	241
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.052	-	-	-
		Roads	-	-	-	-	6.5	0.65	-	-	-
	Subtotal		**1.3**	**5.3**	**13**	**0.017**	**7.2**	**1.2**	**1,472**	**0.10**	**1,474**
Station Work Crew No. 1[6]	Exhaust Emissions	Non Road Equipment	0.80	2.4	5.3	0.0062	0.28	0.26	531	0.065	532
		On Road Vehicles	0.074	0.51	0.58	0.0008	0.021	0.018	76	0.0032	76
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.22	0.046	-	-	-
		Roads	-	-	-	-	0.88	0.089	-	-	-
	Subtotal		**0.87**	**3.0**	**5.6**	**0.0070**	**1.4**	**0.44**	**606**	**0.069**	**805**
TOTAL			**28**	**112**	**230**	**0.27**	**131**	**23**	**23,064**	**2.1**	**23,112**

Notes:

1. Emissions in MDAB based on 45% of total emissions for Mainline Spread No. 2.
2. Emissions in MDAB based on 33% of total emissions for Street Work Spread No. 2.
3. Emissions in MDAB based on 25% of total emissions for Hammer Bore Crew.
4. Emissions in MDAB based on 25% of total emissions for Auger Bore Crew.
5. Emissions in MDAB based on 50% of total emissions for HDD Crew No. 3.
6. Emissions in MDAB based on 80% of total emissions for Station Work Crew No. 1.

Table 7
Summary of Total Construction Emissions - MDAB (Portion Outside Western Mojave Desert Ozone NAA)
Calnev Expansion Project

			Emissions (tons)						**GHG Emissions (metric tons)**		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Mainline Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	4.3	15	35	0.038	1.7	1.7	3,191	0.35	3,199
		On Road Vehicles	0.78	5.5	6.1	0.0088	0.23	0.19	804	0.034	805
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	1.3	0.27	-	-	-
		Roads	-	-	-	-	22	2.2	-	-	-
	Subtotal		**5.1**	**21**	**41**	**0.05**	**25**	**4.3**	**3,995**	**0.39**	**4,004**
Hammer Bore Crew[2]	Exhaust Emissions	Non Road Equipment	0.10	0.35	1.1	0.0012	0.038	0.038	105	0.0083	106
		On Road Vehicles	0.025	0.17	0.19	0.0003	0.007	0.006	26	0.0011	26
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.12	0.026	-	-	-
		Roads	-	-	-	-	0.69	0.069	-	-	-
	Subtotal		**0.13**	**0.53**	**1.2**	**0.0015**	**0.9**	**0.14**	**131**	**0.0094**	**131**
Auger Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.15	0.63	1.26	0.0015	0.061	0.061	121	0.012	121
		On Road Vehicles	0.020	0.14	0.16	0.0002	0.006	0.005	20	0.0009	20
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.12	0.026	-	-	-
		Roads	-	-	-	-	0.59	0.059	-	-	-
	Subtotal		**0.17**	**0.77**	**1.4**	**0.0017**	**0.8**	**0.15**	**142**	**0.013**	**142**
Station Work Crew No. 2[7]	Exhaust Emissions	Non Road Equipment	0.50	1.5	3.3	0.0039	0.18	0.18	332	0.041	333
		On Road Vehicles	0.046	0.32	0.36	0.0005	0.013	0.011	47	0.0020	47
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.14	0.029	-	-	-
		Roads	-	-	-	-	0.5	0.06	-	-	-
	Subtotal		**0.55**	**1.8**	**3.7**	**0.0044**	**0.9**	**0.27**	**379**	**0.043**	**380**
TOTAL			**5.9**	**24**	**48**	**0.055**	**27**	**4.9**	**4,647**	**0.45**	**4,657**

Notes:

1. Emissions in MDAB based on 35% of total emissions for Mainline Spread Crew No. 2.
2. Emissions in MDAB based on 25% of total emissions for Hammer Bore Crew.
3. Emissions in MDAB based on 25% of total emissions for Auger Bore Crew.
7. Emissions in MDAB based on 50% of total emissions for Station Work Crew No. 2.

Table 8
Summary of Total Construction Emissions - MDAB (All Areas)
Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Mainline Spread No. 1	Exhaust Emissions	Non Road Equipment	12	43	100	0.11	4.9	4.9	9,116	1.0	9,140
		On Road Vehicles	2.2	16	17	0.025	0.65	0.55	2,298	0.10	2,301
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	3.7	0.8	-	-	-
		Roads	-	-	-	-	62	6.2	-	-	-
	Subtotal		**15**	**59**	**118**	**0.13**	**71**	**12**	**11,415**	**1.1**	**11,440**
Mainline Spread No. 2	Exhaust Emissions	Non Road Equipment	10	35	80	0.087	3.9	3.9	7,293	0.81	7,312
		On Road Vehicles	1.6	12	14	0.020	0.52	0.44	1,839	0.08	1,840
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	3.0	0.8	-	-	-
		Roads	-	-	-	-	49	5.0	-	-	-
	Subtotal		**12**	**47**	**94**	**0.11**	**67**	**10**	**9,132**	**0.66**	**9,152**
Street Work Spread No. 2	Exhaust Emissions	Non Road Equipment	1.1	4.0	6.8	0.010	0.47	0.47	826	0.093	828
		On Road Vehicles	0.38	2.7	3.0	0.0043	0.11	0.094	391	0.017	392
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.30	0.08	-	-	-
		Roads	-	-	-	-	3.2	0.33	-	-	-
	Subtotal		**1.6**	**8.5**	**12**	**0.014**	**4.1**	**1.0**	**1,217**	**0.11**	**1,220**
Hammer Bore Crew	Exhaust Emissions	Non Road Equipment	0.20	0.71	2.1	0.0023	0.077	0.077	211	0.017	211
		On Road Vehicles	0.05	0.35	0.39	0.0008	0.014	0.012	51	0.002	51
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.052	-	-	-
		Roads	-	-	-	-	1.4	0.14	-	-	-
	Subtotal		**0.26**	**1.1**	**2.5**	**0.0029**	**1.7**	**0.26**	**262**	**0.019**	**263**
Auger Bore Crew	Exhaust Emissions	Non Road Equipment	0.30	1.3	2.5	0.0029	0.12	0.12	242	0.025	243
		On Road Vehicles	0.04	0.28	0.31	0.00045	0.011	0.010	41	0.0017	41
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.05	-	-	-
		Roads	-	-	-	-	1.17	0.12	-	-	-
	Subtotal		**0.34**	**1.5**	**2.8**	**0.0034**	**1.8**	**0.30**	**283**	**0.026**	**284**
HDD Crew No. 2	Exhaust Emissions	Non Road Equipment	2.1	7.4	22	0.028	0.80	0.80	2,462	0.17	2,466
		On Road Vehicles	0.47	3.3	3.7	0.0053	0.14	0.12	482	0.02	483
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.5	0.10	-	-	-
		Roads	-	-	-	-	13	1.3	-	-	-
	Subtotal		**2.6**	**11**	**26**	**0.034**	**14**	**2.3**	**2,944**	**0.19**	**2,949**
HDD Crew No. 3	Exhaust Emissions	Non Road Equipment	1.0	3.7	11	0.014	0.40	0.40	1,231	0.085	1,233
		On Road Vehicles	0.23	1.8	1.8	0.0028	0.068	0.058	241	0.010	241
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.052	-	-	-
		Roads	-	-	-	-	8.5	0.85	-	-	-
	Subtotal		**1.3**	**6.3**	**13**	**0.017**	**7.2**	**1.2**	**1,472**	**0.096**	**1,474**
Station Work Crew No. 1	Exhaust Emissions	Non Road Equipment	0.60	2.4	5.3	0.0062	0.28	0.28	531	0.065	532
		On Road Vehicles	0.07	0.51	0.58	0.0008	0.021	0.018	76	0.0032	76
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.22	0.05	-	-	-
		Roads	-	-	-	-	0.88	0.09	-	-	-
	Subtotal		**0.67**	**3.0**	**5.6**	**0.0070**	**1.4**	**0.44**	**606**	**0.089**	**608**
Station Work Crew No. 2	Exhaust Emissions	Non Road Equipment	0.50	1.5	3.3	0.0039	0.18	0.18	332	0.041	333
		On Road Vehicles	0.05	0.32	0.36	0.0005	0.013	0.011	47	0.002	47
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.14	0.029	-	-	-
		Roads	-	-	-	-	0.55	0.056	-	-	-
	Subtotal		**0.55**	**1.8**	**3.7**	**0.0044**	**0.8**	**0.27**	**376**	**0.043**	**380**
TOTAL			**33**	**136**	**277**	**0.32**	**159**	**28**	**27,711**	**2.6**	**27,770**

Table 9
Summary of Daily Construction Emissions - Clark County, NV
Calnev Expansion Project

Spread / Crew	Emission Type	Source	Emissions (lbs/day)					
			VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$
Mainline Spread No. 2	Exhaust Emissions	Non Road Equipment	144	513	1,195	1.3	58	58
		On Road Vehicles	25	175	196	0.28	7.3	6.2
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	60	13
		Roads	-	-	-	-	693	70
	Subtotal		**169**	**689**	**1,392**	**1.6**	**819**	**146**
Street Work Spread No. 3	Exhaust Emissions	Non Road Equipment	40	136	302	0.34	16	16
		On Road Vehicles	13.6	95	106	0.15	3.9	3.3
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	15	3.2
		Roads	-	-	-	-	115	12
	Subtotal		**53**	**231**	**408**	**0.49**	**150**	**34**
Hammer Bore Crew	Exhaust Emissions	Non Road Equipment	5.9	21	61	0.068	2.2	2.2
		On Road Vehicles	1.2	8.3	9.3	0.013	0.34	0.29
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	33	3.3
	Subtotal		**7.1**	**29**	**70**	**0.081**	**45**	**7.9**
Auger Bore Crew	Exhaust Emissions	Non Road Equipment	8.8	37	73	0.085	3.5	3.5
		On Road Vehicles	0.9	6.6	7.4	0.011	0.27	0.23
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	28	2.8
	Subtotal		**10**	**43**	**80**	**0.10**	**42**	**8.7**
HDD Crew No. 3	Exhaust Emissions	Non Road Equipment	30	106	318	0.41	12	12
		On Road Vehicles	6.8	47	53	0.076	2.0	1.7
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	187	19
	Subtotal		**37**	**154**	**371**	**0.49**	**211**	**34**
Station Work Crew No. 2	Exhaust Emissions	Non Road Equipment	28	85	183	0.22	9.8	9.8
		On Road Vehicles	2.3	16	18	0.026	0.66	0.57
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	10	2.1
		Roads	-	-	-	-	26	2.7
	Subtotal		**30**	**101**	**201**	**0.24**	**47**	**15**
TOTAL			**305**	**1,247**	**2,522**	**3.0**	**1,313**	**247**

Table 10

Summary of Total Construction Emissions - Clark Co., NV (Portion in HAs 164A, 164B, and 165)

Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Mainline Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	1.6	5.6	13	0.014	0.63	0.63	1,185	0.13	1,188
		On Road Vehicles	0.29	2.0	2.3	0.0033	0.08	0.07	299	0.013	299
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.5	0.10	-	-	-
		Roads	-	-	-	-	8.0	0.81	-	-	-
	Subtotal		**1.9**	**7.6**	**15**	**0.017**	**9**	**1.6**	**1,484**	**0.14**	**1,487**
Hammer Bore Crew[2]	Exhaust Emissions	Non Road Equipment	0.041	0.14	0.42	0.00047	0.015	0.015	42	0.0033	42
		On Road Vehicles	0.010	0.070	0.078	0.00011	0.0029	0.0025	10	0.0004	10
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.05	0.010	-	-	-
		Roads	-	-	-	-	0.28	0.028	-	-	-
	Subtotal		**0.05**	**0.21**	**0.50**	**0.00058**	**0.34**	**0.056**	**52**	**0.0038**	**53**
Auger Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.060	0.25	0.50	0.00059	0.024	0.024	48	0.0049	49
		On Road Vehicles	0.008	0.055	0.062	0.00009	0.002	0.002	8.2	0.0003	8.2
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.05	0.010	-	-	-
		Roads	-	-	-	-	0.23	0.024	-	-	-
	Subtotal		**0.068**	**0.31**	**0.56**	**0.00068**	**0.31**	**0.060**	**57**	**0.0053**	**57**
TOTAL			**2.0**	**8.2**	**16**	**0.019**	**10**	**1.7**	**1,593**	**0.15**	**1,596**

Notes:

1. Emissions in Clark Co., NV based on 13% of total emissions for Mainline Spread No. 2.
2. Emissions in Clark Co., NV based on 10% of total emissions for Hammer Bore Crew.
3. Emissions in Clark Co., NV based on 10% of total emissions for Auger Bore Crew.

Table 11
Summary of Total Construction Emissions - Clark Co., NV (Portion in HA 212)
Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO$_x$**	**SO$_2$**	**PM$_{10}$**	**PM$_{2.5}$**	**CO$_2$**	**CH$_4$**	**Total CO$_2$e**
Mainline Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	0.9	3.0	7.0	0.0076	0.3	0.3	638	0.07	640
		On Road Vehicles	0.16	1.1	1.2	0.0018	0.05	0.04	161	0.007	161
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.26	0.054	-	-	-
		Roads	-	-	-	-	4.3	0.43	-	-	-
	Subtotal		**1.0**	**4.1**	**8.3**	**0.009**	**5.0**	**0.9**	**799**	**0.08**	**801**
Street Work Spread No. 3	Exhaust Emissions	Non Road Equipment	3.5	12	27	0.030	1.4	1.4	2,503	0.28	2,509
		On Road Vehicles	1.1	8.0	9.0	0.013	0.33	0.28	1,186	0.050	1,187
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.9	0.19	-	-	-
		Roads	-	-	-	-	10	1.0	-	-	-
	Subtotal		**4.6**	**20**	**36**	**0.043**	**12**	**2.9**	**3,689**	**0.33**	**3,696**
Hammer Bore Crew[2]	Exhaust Emissions	Non Road Equipment	0.029	0.10	0.29	0.00033	0.011	0.011	30	0.0023	30
		On Road Vehicles	0.0070	0.05	0.05	0.00008	0.0020	0.0017	7.2	0.0003	7.2
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.035	0.007	-	-	-
		Roads	-	-	-	-	0.19	0.019	-	-	-
	Subtotal		**0.036**	**0.15**	**0.35**	**0.00041**	**0.24**	**0.039**	**37**	**0.0026**	**37**
Auger Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.042	0.18	0.35	0.00041	0.017	0.017	34	0.0035	34
		On Road Vehicles	0.006	0.039	0.043	0.00006	0.0016	0.0014	6	0.0002	6
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.035	0.0073	-	-	-
		Roads	-	-	-	-	0.16	0.017	-	-	-
	Subtotal		**0.05**	**0.22**	**0.4**	**0.00047**	**0.22**	**0.042**	**40**	**0.004**	**40**
HDD Crew No. 3[4]	Exhaust Emissions	Non Road Equipment	1.0	3.7	11	0.014	0.40	0.40	1,231	0.085	1,233
		On Road Vehicles	0.23	1.6	1.8	0.0026	0.068	0.058	241	0.010	241
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.052	-	-	-
		Roads	-	-	-	-	6.5	0.65	-	-	-
	Subtotal		**1.3**	**5.3**	**13**	**0.017**	**7.2**	**1.2**	**1,472**	**0.10**	**1,474**
Station Work Crew No. 2[5]	Exhaust Emissions	Non Road Equipment	0.50	1.5	3.3	0.0039	0.18	0.18	332	0.041	333
		On Road Vehicles	0.046	0.32	0.36	0.00052	0.013	0.011	47	0.0020	47
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.14	0.029	-	-	-
		Roads	-	-	-	-	0.55	0.056	-	-	-
	Subtotal		**0.55**	**1.8**	**3.7**	**0.0044**	**0.9**	**0.27**	**379**	**0.043**	**380**
TOTAL			**7.5**	**32**	**61**	**0.074**	**26**	**5.3**	**6,415**	**0.56**	**6,428**

Notes:

1. Emissions in Clark Co., NV based on 7% of total emissions for Mainline Spread Crew No. 2.
2. Emissions in Clark Co., NV based on 7% of total emissions for Hammer Bore Crew.
3. Emissions in Clark Co., NV based on 7% of total emissions for Auger Bore Crew.
4. Emissions in Clark Co., NV based on 50% of total emissions for HDD Crew No. 3.
5. Emissions in Clark Co., NV based on 50% of total emissions for Station Work Crew No. 2.

Table 12
Summary of Total Construction Emissions - Clark Co., NV (All Areas)
Calnev Expansion Project

			Emissions (tons)						GHG Emissions (metric tons)		
Spread / Crew	**Emission Type**	**Source**	**VOC**	**CO**	**NO_x**	**SO_2**	**PM_{10}**	**$PM_{2.5}$**	**CO_2**	**CH_4**	**Total CO_2e**
Mainline Spread No. 2[1]	Exhaust Emissions	Non Road Equipment	2.5	8.6	20	0.022	1.0	1.0	1,823.3	0.20	1,828
		On Road Vehicles	0.4	3.1	3.5	0.005	0.1	0.1	459.7	0.019	460
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.7	0.2	-	-	-
		Roads	-	-	-	-	12.3	1.2	-	-	-
	Subtotal		**2.9**	**12**	**24**	**0.027**	**14.2**	**2.5**	**2,283**	**0.22**	**2,288**
Street Work Spread No. 3	Exhaust Emissions	Non Road Equipment	3.5	12	27	0.030	1.4	1.4	2,502.8	0.3	2,509.3
		On Road Vehicles	1.1	8.0	9.0	0.013	0.3	0.3	1,185.9	0.1	1,187.1
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.9	0.2	-	-	-
		Roads	-	-	-	-	9.7	1.0	-	-	-
	Subtotal		**4.6**	**20**	**36**	**0.043**	**12**	**2.9**	**3,689**	**0.33**	**3,696**
Hammer Bore Crew[2]	Exhaust Emissions	Non Road Equipment	0.069	0.24	0.71	0.0008	0.026	0.026	72	0.0057	72
		On Road Vehicles	0.017	0.12	0.13	0.0002	0.005	0.004	17	0.0007	17
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.08	0.018	-	-	-
		Roads	-	-	-	-	0.47	0.047	-	-	-
	Subtotal		**0.09**	**0.36**	**0.85**	**0.0010**	**0.58**	**0.10**	**89**	**0.0064**	**89**
Auger Bore Crew[3]	Exhaust Emissions	Non Road Equipment	0.10	0.43	0.85	0.0010	0.042	0.042	82	0.0084	83
		On Road Vehicles	0.013	0.094	0.105	0.0002	0.004	0.003	14	0.0006	14
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.08	0.018	-	-	-
		Roads	-	-	-	-	0.40	0.040	-	-	-
	Subtotal		**0.12**	**0.53**	**1.0**	**0.0012**	**0.53**	**0.10**	**96**	**0.0090**	**97**
HDD Crew No. 3[4]	Exhaust Emissions	Non Road Equipment	1.0	3.7	11	0.014	0.40	0.40	1,231	0.085	1,233
		On Road Vehicles	0.23	1.6	1.8	0.003	0.068	0.058	241	0.010	241
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.25	0.052	-	-	-
		Roads	-	-	-	-	6.5	0.65	-	-	-
	Subtotal		**1.3**	**5.3**	**13**	**0.017**	**7.2**	**1.2**	**1,472**	**0.10**	**1,474**
Station Work Crew No. 2[5]	Exhaust Emissions	Non Road Equipment	0.50	1.5	3.29	0.0039	0.18	0.18	332	0.041	333
		On Road Vehicles	0.05	0.32	0.36	0.0005	0.013	0.011	47	0.002	47
	Fugitive Dust Emissions	Construction Activities	-	-	-	-	0.14	0.029	-	-	-
		Roads	-	-	-	-	0.55	0.056	-	-	-
	Subtotal		**0.55**	**1.8**	**3.7**	**0.0044**	**0.9**	**0.27**	**379**	**0.043**	**380**
TOTAL			**10**	**40**	**77**	**0.093**	**36**	**7.0**	**8,008**	**0.71**	**8,025**

Notes:

1. Emissions in Clark Co., NV based on 20% of total emissions for Mainline Spread Crew No. 2.
2. Emissions in Clark Co., NV based on 17% of total emissions for Hammer Bore Crew.
3. Emissions in Clark Co., NV based on 17% of total emissions for Auger Bore Crew.
4. Emissions in Clark Co., NV based on 50% of total emissions for HDD Crew No. 3.
5. Emissions in Clark Co., NV based on 50% of total emissions for Station Work Crew No. 2.

Table 13
Non-Road Equipment - Mainline Spreads Nos. 1 and 2
Calnev Expansion Project

(Data Listed are for Each Spread)

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units										Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Pot-holing	R/W Clearing	Ditching	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	P/L Hydrotest	Supervision	TOTAL		
FORKLIFT, 8000+ LBS	Diesel	110	5	198									2	2	10	1,980
D8N DOZER W/WINCH(HYSTER)-CAT	Diesel	310	7.5	168		6	2							8	60	10,080
571G PIPELAYER-CAT	Diesel	200	5	168					10					10	50	8,400
572G PIPELAYER-CAT	Diesel	180	5	168						10				10	50	8,400
TRENCHING MACHINE	Diesel	185	7.5	168			2							2	15	2,520
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	7.5	168							3			3	22.5	3,780
325BL EXCAVATOR-CAT	Diesel	188	7.5	168			6							6	45	7,560
330BL EXCAVATOR-CAT	Diesel	204	7.5	168			2			2				4	30	5,040
330BL EXCAVATOR/AUX HYD-HAMMER-CAT	Diesel	204	7.5	168			3							3	22.5	3,780
16-30 BENDING MACHINE-CRC	Diesel	100	2.5	168				2						2	5	840
590SL BACKHOE 4WD-CASE	Diesel	110	7.5	168	2		2			2				6	45	7,560
RD90B READSCREEN	Diesel	42	5	168							2			2	10	1,680
OZZIE PADDER	Diesel	325	7.5	168							2			2	15	2,520
950G WHEEL LOADER 4YD-CAT	Diesel	197	7.5	168							4			4	30	5,040
12G MOTOR GRADER-CAT	Diesel	135	7.5	168		3								3	22.5	3,780
14G MOTOR GRADER-CAT	Diesel	150	7.5	168							3			3	22.5	3,780
RT-518 CRANE-GROVE	Diesel	110	5	168					1					1	5	840
RT-630 CRANE-GROVE	Diesel	160	5	168						1				1	5	840
390 AIR COMPRESSOR-QUINCY	Diesel	37	5	168			2							2	10	1,680
1500 AIR COMPRESSOR-IR	Diesel	460	10	168						2				2	20	3,360
SA250 WELD MACHINE-LINCOLN	Diesel	40	7.5	168					12	8				20	150	25,200
60KW GENERATOR-IR	Diesel	72	10	168					6					6	60	10,080
100KW GENERATOR-COLEMAN	Diesel	110	10	168					6					6	60	10,080
G260KW GENERATOR-IR	Diesel	310	10	168						6				6	60	10,080
FT83 TEST/FILL PUMP-SABRE	Diesel	181	10	168								2		2	20	3,360
3" PUMP MQ	Gas	4	10	168			4							4	40	6,720
CD150M 6" PUMP-GODWIN	Diesel	90	10	168			6							6	60	10,080

Table 14
Non-Road Equipment - Street Work Spreads Nos. 1, 2, and 3
Calnev Expansion Project

(Data Listed are for Each Spread)

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units									Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Pot-holing	Ditching	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	Repave & Clean-Up	Supervision	TOTAL		
2 TON FLATBED W/10 TON CRANE	Diesel	350	4	168				1					1	4	672
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	4	168					1				1	4	672
FORKLIFT, 8000+ LBS	Diesel	110	4	198								1	1	4	792
571G PIPELAYER-CAT	Diesel	310	6	168				2					2	12	2,016
572G PIPELAYER-CAT	Diesel	200	4	168					2				2	8	1,344
TRENCHING MACHINE	Diesel	180	4	168		1							1	4	672
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	6	168						1			1	6	1,008
330BL EXCAVATOR-CAT	Diesel	204	6	168		2							2	12	2,016
16-30 BENDING MACHINE-CRC	Diesel	100	2	168			1						1	2	336
420D BACKHOE-CAT	Diesel	93	6	168	1								1	6	1,008
430D BACKHOE-CAT	Diesel	102	6	168					1				1	6	1,008
OZZIE PADDER	Diesel	325	6	168						1			1	6	1,008
936E WHEEL LOADER 3YD-CAT	Diesel	140	6	168						1			1	6	1,008
950G WHEEL LOADER 4YD-CAT	Diesel	197	6	168						1			1	6	1,008
RT-630 CRANE-GROVE	Diesel	160	4	168				1					1	4	672
RT-860B CRANE-GROVE	Diesel	190	4	168					1				1	4	672
P/33/24 TRENCH COMPACTOR-RAMMEX	Diesel	18	6	168						4			4	24	4,032
P185 WD AIR COMPRESSOR-IR	Diesel	78	4	168				2	2				4	16	2,688
390 AIR COMPRESSOR-QUINCY	Diesel	37	4	168				1	1				2	8	1,344
1500 AIR COMPRESSOR-IR	Diesel	460	8	168					2				2	16	2,688
SA250 WELD MACHINE-LINCOLN	Diesel	40	6	168				2	4				6	36	6,048
60KW GENERATOR-IR	Diesel	72	8	168				2					2	16	2,688
G115KW GENERATOR-IR	Diesel	125	8	168					2				2	16	2,688
G260KW GENERATOR-IR	Diesel	310	8	198					2				2	16	3,168
3" PUMP MQ	Gas	4	8	198		4							4	32	6,336
CD150M 6" PUMP-GODWIN	Diesel	90	8	198		4							4	32	6,336
ASPHALT ZIPPER 480	Diesel	110	6	168		1							1	6	1,008
8-HC SWEEPER-LAYMOR	Diesel	30	4	168							1		1	4	672
3-5 TON SMOOTH DRUM ROLLER	Diesel	43	8	168							1		1	8	1,344
CONCRETE-AC.SAW	Diesel	5	8	168		2							2	16	2,688

Table 15
Non-Road Equipment - Hammer Bore and Auger Bore Crews
Calnev Expansion Project

Hammer Bore Crew

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units		Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Boring	TOTAL		
2 TON FLATBED W/10 TON CRANE	Diesel	350	5	138	1	1	5	690
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	5	138	1	1	5	690
900 AIR COMPRESSOR-IR	Diesel	275	10	138	2	2	20	2,760
3" PUMP MQ	Gas	4	10	138	4	4	40	5,520

Auger Bore Crew

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units		Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Boring	TOTAL		
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	5	138	1	1	5	690
3 AXL LOWBED TRACTOR & TRAILER	Diesel	350	5	138	1	1	5	690
325BL EXCAVATOR-CAT	Diesel	188	7.5	138	1	1	7.5	1,035
RT-630 CRANE-GROVE	Diesel	160	5	138	1	1	5	690
SA250 WELD MACHINE-LINCOLN	Diesel	40	7.5	138	1	1	7.5	1,035
G115KW GENERATOR-IR	Diesel	125	10	138	2	2	20	2,760
3" PUMP MQ	Gas	4	10	138	2	2	20	2,760
AUGER BORE MACHINE	Diesel	106	10	138	1	1	10	1,380

Table 16
Non-Road Equipment - HDD Crews and Station Crews
Calnev Expansion Project

HDD Crew Nos. 1, 2, and 3 (Data Listed are for Each Crew)

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units			Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Drilling	Pipe Pull	TOTAL		
FORKLIFT, 8000+ LBS	Diesel	110	5	168	1	2	3	15	2,520
330BL EXCAVATOR-CAT	Diesel	204	7.5	138	1	2	3	22.5	3,105
580SL BACKHOE-CASE	Diesel	110	7.5	138	1	2	3	22.5	3,105
RT-860B CRANE-GROVE	Diesel	190	5	138	1	2	3	15	2,070
SAM 400 WELDER-LINCOLN	Diesel	57	7.5	138	2	1	3	22.5	3,105
G260KW GENERATOR-IR	Diesel	310	10	138	2		2	20	2,760
LIGHT TOWERS	Diesel	13	10	138	4	4	8	80	11,040
750,000 # DRILL RIG (2 3408 E ENG)	Diesel	1150	10	138	1		1	10	1,380
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	750	10	138	1		1	10	1,380
150,000 # DRILL RIG	Diesel	300	10	138	1		1	10	1,380
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	460	10	138	1		1	10	1,380
80,000 # DRILL RIG	Diesel	200	10	138	1		1	10	1,380
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	87	10	138	1		1	10	1,380

Station Crew Nos. 1 and 2 (Data Listed are for Each Crew)

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units					Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)
					Excavation Work	Welding & Fabrication	Piping & Equip Installation	Backfilling & Cleanup	TOTAL		
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	5	72		1	1		2	10	720
3 AXL DUMP TRUCK 10 C.Y.	Diesel	350	5	72	4			2	6	30	2,160
330BL EXCAVATOR-CAT	Diesel	204	7.5	72	1			1	2	15	1,080
430D BACKHOE-CAT	Diesel	102	7.5	72	1			1	2	15	1,080
914G WHEEL LOADER-CAT	Diesel	90	2.5	72	1			1	2	5	360
RT-518 CRANE-GROVE	Diesel	110	5	72		1			1	5	360
RT-630 CRANE-GROVE	Diesel	160	5	72			1		1	5	360
RT-860B CRANE-GROVE	Diesel	190	5	72			1		1	5	360
P185 WD AIR COMPRESSOR-IR	Diesel	78	5	72	2		1	3	6	30	2,160
1500 AIR COMPRESSOR-IR	Diesel	460	10	72				1	1	10	720
SA250 WELD MACHINE-LINCOLN	Diesel	40	7.5	72		6	4		10	75	5,400

Table 17
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SOX	PM	CO2	CH4
Aerial Lifts	15	0.0103	0.0528	0.0650	0.0001	0.0033	8.7	0.0009
	25	0.0192	0.0546	0.0984	0.0001	0.0060	11.0	0.0017
	50	0.0706	0.1884	0.1952	0.0003	0.0179	19.6	0.0064
	120	0.0657	0.2477	0.4270	0.0004	0.0346	36.1	0.0059
	500	0.1378	0.5300	1.7852	0.0021	0.0540	213	0.0124
	750	0.2567	0.9581	3.3162	0.0039	0.0991	385	0.0232
Aerial Lifts Composite		0.0624	0.2033	0.3429	0.0004	0.0235	34.7	0.0056
Air Compressors	15	0.0137	0.0504	0.0805	0.0001	0.0057	7.2	0.0012
	25	0.0306	0.0814	0.1368	0.0002	0.0093	14.4	0.0028
	50	0.1093	0.2740	0.2350	0.0003	0.0253	22.3	0.0099
	120	0.0956	0.3321	0.5677	0.0006	0.0524	47.0	0.0086
	175	0.1209	0.5096	0.9549	0.0010	0.0548	88.5	0.0109
	250	0.1136	0.3192	1.3087	0.0015	0.0416	131	0.0103
	500	0.1811	0.6166	2.0558	0.0023	0.0682	232	0.0163
	750	0.2844	0.9529	3.2673	0.0036	0.1071	358	0.0257
	1000	0.4881	1.7108	5.7297	0.0049	0.1705	486	0.0440
Air Compressors Composite		0.1054	0.3524	0.6923	0.0007	0.0501	63.6	0.0095
Bore/Drill Rigs	15	0.0120	0.0632	0.0754	0.0002	0.0029	10.3	0.0011
	25	0.0195	0.0658	0.1242	0.0002	0.0059	16.0	0.0018
	50	0.0436	0.2409	0.2790	0.0004	0.0169	31.0	0.0039
	120	0.0606	0.4762	0.5580	0.0009	0.0400	77.1	0.0055
	175	0.0829	0.7539	0.8250	0.0016	0.0446	141	0.0075
	250	0.0892	0.3445	1.0129	0.0021	0.0323	188	0.0081
	500	0.1418	0.5542	1.4912	0.0031	0.0521	311	0.0128
	750	0.2822	1.0947	3.0008	0.0062	0.1034	615	0.0255
	1000	0.4882	1.6903	7.3893	0.0093	0.1875	928	0.0440
Bore/Drill Rigs Composite		0.0943	0.5102	1.0083	0.0017	0.0436	165	0.0085
Cement and Mortar Mixers	15	0.0076	0.0367	0.0484	0.0001	0.0026	6.3	0.0007
	25	0.0319	0.0895	0.1589	0.0002	0.0099	17.6	0.0029
Cement and Mortar Mixers Composite		0.0096	0.0429	0.0575	0.0001	0.0032	7.2	0.0009
Concrete/Industrial Saws	25	0.0200	0.0678	0.1268	0.0002	0.0056	16.5	0.0018
	50	0.1139	0.3112	0.3019	0.0004	0.0284	30.2	0.0103
	120	0.1247	0.4926	0.8118	0.0009	0.0684	74.1	0.0113
	175	0.1805	0.8751	1.5479	0.0018	0.0826	160	0.0163
Concrete/Industrial Saws Composite		0.1179	0.4209	0.6240	0.0007	0.0525	58.5	0.0106
Cranes	50	0.1192	0.3071	0.2511	0.0003	0.0273	23.2	0.0108
	120	0.1048	0.3686	0.6196	0.0006	0.0571	50.1	0.0095
	175	0.1149	0.4857	0.8777	0.0009	0.0514	80.3	0.0104
	250	0.1171	0.3276	1.1522	0.0013	0.0428	112	0.0106
	500	0.1726	0.6137	1.6493	0.0018	0.0627	180	0.0156
	750	0.2920	1.0299	2.8472	0.0030	0.1068	303	0.0263
	9999	1.0371	3.8402	11.5554	0.0098	0.3585	971	0.0936
Cranes Composite		0.1507	0.5179	1.3617	0.0014	0.0599	129	0.0136
Crawler Tractors	50	0.1352	0.3424	0.2745	0.0003	0.0305	24.9	0.0122
	120	0.1461	0.4959	0.8580	0.0008	0.0778	65.8	0.0132
	175	0.1848	0.7540	1.4007	0.0014	0.0818	121	0.0167
	250	0.1950	0.5472	1.8209	0.0019	0.0725	166	0.0176
	500	0.2783	1.1025	2.5536	0.0025	0.1020	259	0.0251
	750	0.5006	1.9682	4.6762	0.0047	0.1844	465	0.0452
	1000	0.7588	3.1215	8.1716	0.0066	0.2653	658	0.0685
Crawler Tractors Composite		0.1764	0.6220	1.3069	0.0013	0.0806	114	0.0159
Crushing/Proc. Equipment	50	0.2109	0.5418	0.4626	0.0006	0.0493	44.0	0.0190
	120	0.1647	0.5896	0.9809	0.0010	0.0915	83.1	0.0149
	175	0.2234	0.9697	1.7520	0.0019	0.1023	167	0.0202
	250	0.2081	0.5837	2.3660	0.0028	0.0754	245	0.0188
	500	0.2887	0.9617	3.1941	0.0037	0.1071	374	0.0261
	750	0.4624	1.4856	5.2437	0.0059	0.1718	589	0.0417
	9999	1.2993	4.4184	15.2096	0.0131	0.4525	1,308	0.1172

Table 17
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SOX	PM	CO2	CH4
Crushing/Proc. Equipment Composite		0.2014	0.7073	1.3534	0.0015	0.0884	132	0.0182
Dumpers/Tenders	25	0.0103	0.0330	0.0629	0.0001	0.0034	7.6	0.0009
Dumpers/Tenders Composite		0.0103	0.0330	0.0629	0.0001	0.0034	7.6	0.0009
Excavators	25	0.0198	0.0677	0.1255	0.0002	0.0050	16.4	0.0016
	50	0.1018	0.3035	0.2601	0.0003	0.0256	25.0	0.0092
	120	0.1287	0.5267	0.7851	0.0009	0.0725	73.6	0.0116
	175	0.1375	0.6689	1.0363	0.0013	0.0627	112	0.0124
	250	0.1371	0.3762	1.3632	0.0018	0.0465	159	0.0124
	500	0.1889	0.5792	1.7621	0.0023	0.0639	234	0.0170
	750	0.3154	0.9588	3.0187	0.0039	0.1078	387	0.0285
Excavators Composite		0.1388	0.5482	1.0634	0.0013	0.0592	120	0.0125
Forklifts	50	0.0588	0.1749	0.1507	0.0002	0.0149	14.7	0.0053
	120	0.0545	0.2218	0.3262	0.0004	0.0312	31.2	0.0049
	175	0.0681	0.3304	0.5104	0.0006	0.0313	56.1	0.0061
	250	0.0622	0.1667	0.6508	0.0009	0.0207	77.1	0.0056
	500	0.0836	0.2280	0.8064	0.0011	0.0279	111	0.0075
Forklifts Composite		0.0635	0.2284	0.4742	0.0006	0.0257	54.4	0.0057
Generator Sets	15	0.0165	0.0712	0.1110	0.0002	0.0065	10.2	0.0015
	25	0.0287	0.0994	0.1670	0.0002	0.0102	17.6	0.0026
	50	0.1043	0.2826	0.3020	0.0004	0.0270	30.8	0.0094
	120	0.1305	0.5007	0.8616	0.0009	0.0684	77.9	0.0118
	175	0.1572	0.7442	1.3995	0.0016	0.0694	142	0.0142
	250	0.1483	0.4702	1.9373	0.0024	0.0558	213	0.0134
	500	0.2109	0.8134	2.7911	0.0033	0.0830	337	0.0190
	750	0.3517	1.3131	4.6299	0.0055	0.1360	544	0.0317
	9999	0.9398	3.3349	11.5379	0.0105	0.3364	1,049	0.0848
Generator Sets Composite		0.0898	0.3204	0.6121	0.0007	0.0376	61.0	0.0081
Graders	50	0.1290	0.3473	0.2920	0.0004	0.0304	27.5	0.0116
	120	0.1449	0.5405	0.8750	0.0009	0.0801	75.0	0.0131
	175	0.1647	0.7384	1.2722	0.0014	0.0745	124	0.0149
	250	0.1664	0.4709	1.6586	0.0019	0.0603	172	0.0150
	500	0.2045	0.7048	1.9645	0.0023	0.0737	229	0.0185
	750	0.4357	1.4881	4.2746	0.0049	0.1581	486	0.0393
Graders Composite		0.1626	0.6216	1.3404	0.0015	0.0707	133	0.0147
Off-Highway Tractors	120	0.2339	0.7351	1.3587	0.0011	0.1204	93.7	0.0211
	175	0.2229	0.8479	1.6869	0.0015	0.0975	130	0.0201
	250	0.1797	0.5115	1.6148	0.0015	0.0689	130	0.0162
	750	0.7101	3.3111	8.4854	0.0057	0.2682	568	0.0641
	1000	1.0705	5.1530	10.9774	0.0082	0.3811	814	0.0966
Off-Highway Tractors Composite		0.2267	0.8123	1.8919	0.0017	0.0926	151	0.0205
Off-Highway Trucks	175	0.1630	0.7608	1.1915	0.0014	0.0730	125	0.0147
	250	0.1550	0.4101	1.4773	0.0019	0.0515	167	0.0140
	500	0.2372	0.7058	2.1240	0.0027	0.0785	272	0.0214
	750	0.3873	1.1432	3.5575	0.0044	0.1295	442	0.0349
	1000	0.6108	1.9159	6.8506	0.0063	0.2074	625	0.0551
Off-Highway Trucks Composite		0.2355	0.6994	2.1941	0.0027	0.0792	260	0.0212
Other Construction Equipment	15	0.0118	0.0617	0.0737	0.0002	0.0029	10.1	0.0011
	25	0.0161	0.0544	0.1027	0.0002	0.0049	13.2	0.0015
	50	0.0935	0.2833	0.2745	0.0004	0.0245	28.0	0.0084
	120	0.1209	0.5367	0.8097	0.0009	0.0694	80.9	0.0109
	175	0.1086	0.5889	0.9253	0.0012	0.0515	107	0.0098
	500	0.1596	0.5683	1.8098	0.0025	0.0605	254	0.0144
Other Construction Equipment Composite		0.0984	0.3954	0.9321	0.0013	0.0404	123	0.0089
Other General Industrial Equipmen	15	0.0066	0.0391	0.0466	0.0001	0.0018	6.4	0.0006
	25	0.0185	0.0632	0.1172	0.0002	0.0047	15.3	0.0017
	50	0.1188	0.2972	0.2375	0.0003	0.0270	21.7	0.0107
	120	0.1371	0.4597	0.7774	0.0007	0.0755	82.0	0.0124
	175	0.1437	0.5788	1.0710	0.0011	0.0646	95.9	0.0130
	250	0.1307	0.3434	1.3989	0.0015	0.0458	136	0.0116
	500	0.2349	0.7297	2.4165	0.0026	0.0832	265	0.0212
	750	0.3901	1.2027	4.1009	0.0044	0.1394	437	0.0352
	1000	0.6008	2.0244	6.7928	0.0056	0.2087	560	0.0542
Other General Industrial Equipmen Composite		0.1737	0.5618	1.5591	0.0016	0.0686	152	0.0157
Other Material Handling Equipment	50	0.1648	0.4110	0.3302	0.0004	0.0375	30.3	0.0149
	120	0.1332	0.4476	0.7585	0.0007	0.0735	60.7	0.0120
	175	0.1814	0.7331	1.3603	0.0014	0.0818	122	0.0164

Table 17
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SOX	PM	CO2	CH4
	250	0.1382	0.3659	1.4933	0.0016	0.0488	145	0.0125
	500	0.1674	0.5255	1.7416	0.0019	0.0597	192	0.0151
	9999	0.7937	2.6766	8.9765	0.0073	0.2749	741	0.0716
Other Material Handling Equipment Composite		0.1666	0.5304	1.5148	0.0015	0.0665	141	0.0150
Pavers	25	0.0265	0.0827	0.1565	0.0002	0.0086	18.7	0.0024
	50	0.1538	0.3769	0.3073	0.0004	0.0342	28.0	0.0139
	120	0.1551	0.5163	0.9242	0.0008	0.0819	69.2	0.0140
	175	0.1955	0.7892	1.5256	0.0014	0.0869	128	0.0176
	250	0.2300	0.6675	2.1988	0.0022	0.0884	194	0.0208
	500	0.2498	1.0760	2.3832	0.0023	0.0952	233	0.0225
Pavers Composite		0.1684	0.5541	0.9421	0.0009	0.0679	77.9	0.0152
Paving Equipment	25	0.0154	0.0520	0.0981	0.0002	0.0046	12.6	0.0014
	50	0.1311	0.3200	0.2622	0.0003	0.0291	23.9	0.0118
	120	0.1215	0.4038	0.7249	0.0006	0.0642	54.5	0.0110
	175	0.1526	0.6157	1.1976	0.0011	0.0678	101	0.0138
	250	0.1425	0.4146	1.3779	0.0014	0.0548	122	0.0129
Paving Equipment Composite		0.1269	0.4418	0.8536	0.0008	0.0603	68.9	0.0114
Plate Compactors	15	0.0050	0.0263	0.0315	0.0001	0.0013	4.3	0.0005
Plate Compactors Composite		0.0050	0.0263	0.0315	0.0001	0.0013	4.3	0.0005
Pressure Washers	15	0.0079	0.0341	0.0532	0.0001	0.0031	4.9	0.0007
	25	0.0116	0.0403	0.0677	0.0001	0.0041	7.1	0.0011
	50	0.0383	0.1110	0.1364	0.0002	0.0109	14.3	0.0035
	120	0.0361	0.1472	0.2538	0.0003	0.0184	24.1	0.0033
Pressure Washers Composite		0.0186	0.0652	0.0956	0.0001	0.0067	9.4	0.0017
Pumps	15	0.0141	0.0518	0.0827	0.0001	0.0058	7.4	0.0013
	25	0.0413	0.1098	0.1845	0.0002	0.0125	19.5	0.0037
	50	0.1253	0.3338	0.3424	0.0004	0.0317	34.3	0.0113
	120	0.1350	0.5088	0.8751	0.0009	0.0714	77.9	0.0122
	175	0.1609	0.7461	1.4030	0.0016	0.0714	140	0.0145
	250	0.1463	0.4539	1.8649	0.0023	0.0550	201	0.0132
	500	0.2249	0.8612	2.8947	0.0034	0.0881	345	0.0203
	750	0.3829	1.4237	4.9177	0.0057	0.1479	571	0.0346
	9999	1.2391	4.4349	15.0785	0.0136	0.4418	1,355	0.1118
Pumps Composite		0.0877	0.3040	0.5285	0.0006	0.0375	49.6	0.0079
Rollers	15	0.0074	0.0386	0.0461	0.0001	0.0018	6.3	0.0007
	25	0.0162	0.0549	0.1037	0.0002	0.0049	13.3	0.0015
	50	0.1186	0.3080	0.2714	0.0003	0.0278	26.0	0.0107
	120	0.1126	0.4136	0.7005	0.0007	0.0612	59.0	0.0102
	175	0.1398	0.6243	1.1369	0.0012	0.0633	108	0.0126
	250	0.1441	0.4301	1.5140	0.0017	0.0549	153	0.0130
	500	0.1866	0.7240	1.9447	0.0022	0.0716	219	0.0168
Rollers Composite		0.1106	0.4157	0.7342	0.0008	0.0521	67.1	0.0100
Rough Terrain Forklifts	50	0.1452	0.4046	0.3504	0.0004	0.0354	33.9	0.0131
	120	0.1124	0.4404	0.6880	0.0007	0.0636	62.4	0.0101
	175	0.1541	0.7283	1.2033	0.0014	0.0711	125	0.0139
	250	0.1425	0.4036	1.5294	0.0019	0.0506	171	0.0129
	500	0.1978	0.6345	2.0183	0.0025	0.0708	257	0.0178
Rough Terrain Forklifts Composite		0.1181	0.4721	0.7494	0.0008	0.0638	70.3	0.0107
Rubber Tired Dozers	175	0.2302	0.8604	1.7086	0.0015	0.0998	129	0.0208
	250	0.2659	0.7432	2.3209	0.0021	0.1006	183	0.0240
	500	0.3481	1.6282	3.0411	0.0028	0.1289	265	0.0314
	750	0.5247	2.4391	4.6508	0.0040	0.1951	399	0.0473
	1000	0.8129	3.9143	8.1253	0.0060	0.2871	592	0.0733
Rubber Tired Dozers Composite		0.3244	1.3284	2.8346	0.0025	0.1212	239	0.0293
Rubber Tired Loaders	25	0.0205	0.0697	0.1302	0.0002	0.0058	16.9	0.0019
	50	0.1436	0.3878	0.3286	0.0004	0.0340	31.1	0.0130
	120	0.1124	0.4226	0.6818	0.0007	0.0623	58.9	0.0101
	175	0.1392	0.6305	1.0816	0.0012	0.0633	106	0.0126
	250	0.1408	0.4012	1.4208	0.0017	0.0511	149	0.0127
	500	0.2063	0.7168	2.0063	0.0023	0.0746	237	0.0186
	750	0.4255	1.4649	4.2274	0.0049	0.1550	486	0.0384
	1000	0.5801	2.0836	6.7240	0.0060	0.2029	594	0.0523
Rubber Tired Loaders Composite		0.1354	0.4959	1.0771	0.0012	0.0608	109	0.0122
Scrapers	120	0.2111	0.7087	1.2393	0.0011	0.1122	93.9	0.0190
	175	0.2280	0.9219	1.7346	0.0017	0.1009	148	0.0206
	250	0.2489	0.7019	2.3295	0.0024	0.0931	209	0.0225

Table 17
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SOX	PM	CO2	CH4
	500	0.3488	1.4023	3.2148	0.0032	0.1286	321	0.0315
	750	0.6046	2.4131	5.6704	0.0056	0.2240	555	0.0546
Scrapers Composite		0.3055	1.1660	2.7336	0.0027	0.1172	262	0.0278
Signal Boards	15	0.0072	0.0377	0.0450	0.0001	0.0017	6.2	0.0006
	50	0.1387	0.3716	0.3629	0.0005	0.0345	36.2	0.0125
	120	0.1393	0.5327	0.8930	0.0009	0.0755	80.2	0.0126
	175	0.1789	0.8404	1.5271	0.0017	0.0811	155	0.0161
	250	0.1881	0.5757	2.3319	0.0029	0.0707	255	0.0170
Signal Boards Composite		0.0214	0.0946	0.1545	0.0002	0.0087	16.7	0.0019
Skid Steer Loaders	25	0.0229	0.0666	0.1219	0.0002	0.0073	13.8	0.0021
	50	0.0684	0.2411	0.2428	0.0003	0.0198	25.5	0.0062
	120	0.0542	0.2794	0.3835	0.0005	0.0325	42.8	0.0049
Skid Steer Loaders Composite		0.0609	0.2418	0.2800	0.0004	0.0230	30.3	0.0055
Surfacing Equipment	50	0.0551	0.1480	0.1430	0.0002	0.0135	14.1	0.0050
	120	0.1114	0.4291	0.7292	0.0007	0.0595	63.8	0.0101
	175	0.1009	0.4764	0.8677	0.0010	0.0453	85.8	0.0091
	250	0.1172	0.3696	1.2861	0.0015	0.0453	135	0.0106
	500	0.1738	0.7265	1.9125	0.0022	0.0680	221	0.0157
	750	0.2774	1.1362	3.0719	0.0035	0.1077	347	0.0250
Surfacing Equipment Composite		0.1453	0.5792	1.4651	0.0017	0.0558	166	0.0131
Sweepers/Scrubbers	15	0.0124	0.0729	0.0870	0.0002	0.0033	11.9	0.0011
	25	0.0238	0.0808	0.1510	0.0002	0.0067	19.6	0.0021
	50	0.1345	0.3714	0.3228	0.0004	0.0328	31.6	0.0121
	120	0.1362	0.5266	0.8095	0.0009	0.0782	75.0	0.0123
	175	0.1715	0.8026	1.3252	0.0016	0.0798	139	0.0155
	250	0.1271	0.3535	1.4297	0.0018	0.0445	162	0.0115
Sweepers/Scrubbers Composite		0.1411	0.5292	0.7939	0.0009	0.0637	78.5	0.0127
Tractors/Loaders/Backhoes	25	0.0205	0.0670	0.1281	0.0002	0.0066	15.9	0.0019
	50	0.1127	0.3422	0.3070	0.0004	0.0289	30.3	0.0102
	120	0.0833	0.3589	0.5288	0.0006	0.0478	51.7	0.0075
	175	0.1135	0.5873	0.8955	0.0011	0.0530	101	0.0102
	250	0.1336	0.3879	1.4091	0.0019	0.0467	172	0.0121
	500	0.2500	0.8065	2.4813	0.0039	0.0877	345	0.0226
	750	0.3785	1.2085	3.8514	0.0058	0.1341	517	0.0342
Tractors/Loaders/Backhoes Composite		0.0938	0.3874	0.6276	0.0008	0.0482	66.8	0.0085
Trenchers	15	0.0099	0.0517	0.0617	0.0001	0.0023	8.5	0.0009
	25	0.0399	0.1355	0.2532	0.0004	0.0112	32.9	0.0036
	50	0.1746	0.4270	0.3577	0.0004	0.0389	32.9	0.0158
	120	0.1430	0.4784	0.8672	0.0008	0.0746	64.9	0.0129
	175	0.2150	0.8764	1.7133	0.0016	0.0954	144	0.0194
	250	0.2622	0.7775	2.5293	0.0025	0.1025	223	0.0237
	500	0.3295	1.5125	3.2067	0.0031	0.1280	311	0.0297
	750	0.6256	2.8386	6.1534	0.0059	0.2427	587	0.0565
Trenchers Composite		0.1590	0.4826	0.7297	0.0007	0.0612	58.7	0.0143
Welders	15	0.0118	0.0433	0.0692	0.0001	0.0049	6.2	0.0011
	25	0.0239	0.0636	0.1069	0.0001	0.0073	11.3	0.0022
	50	0.1157	0.2949	0.2683	0.0003	0.0275	26.0	0.0104
	120	0.0760	0.2714	0.4654	0.0005	0.0412	39.5	0.0069
	175	0.1263	0.5496	1.0324	0.0011	0.0569	98.2	0.0114
	250	0.0973	0.2828	1.1575	0.0013	0.0361	119	0.0088
	500	0.1230	0.4387	1.4583	0.0016	0.0472	168	0.0111
Welders Composite		0.0758	0.2203	0.2818	0.0003	0.0258	25.6	0.0068

Source: SCAQMD emission factors file name "offroadEF_0725.xls" Year: 2011.

Table 18
Emissions for Non-Road Equipment - Mainline Spread Nos. 1 and 2
Calnev Expansion Project

(Emissions Listed are for Each Spread)

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tons)		Emission Factor Reference	
					VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	Equipment Type	Size
FORKLIFT, 8000+ LBS	Diesel	110	10	1980	0.5	2.2	3.3	0.004	0.3	312	0.05	0.05	0.22	0.3	0.0004	0.03	28	0.004	Forklifts	Max. hp 120
D8N DOZER W/WINCH(HYSTER)-CAT	Diesel	310	60	10080	21	97.7	182	0.156	7.7	15,892	1.88	1.75	8.21	15	0.013	0.65	1,211	0.144	Rubber tired Dozers	Max. hp 500
571G PIPELAYER-CAT	Diesel	200	50	8400	9.7	27.4	91.0	0.093	3.6	8,307	0.88	0.82	2.30	7.6	0.008	0.30	633	0.067	Crawler Tractors	Max. hp 250
572G PIPELAYER-CAT	Diesel	180	50	8400	9.7	27.4	91.0	0.093	3.6	8,307	0.88	0.82	2.30	7.6	0.008	0.30	633	0.067	Crawler Tractors	Max. hp 250
TRENCHING MACHINE	Diesel	185	15	2520	3.9	11.7	37.9	0.038	1.5	3,344	0.35	0.33	0.98	3.2	0.003	0.13	255	0.027	Trenchers	Max. hp 250
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	23	3780	2.9	11.9	17.7	0.019	1.6	1,657	0.26	0.24	1.00	1.5	0.002	0.14	126	0.020	Excavators	Max. hp 120
325BL EXCAVATOR-CAT	Diesel	188	45	7560	6.2	16.9	61.3	0.080	2.1	7,141	0.56	0.52	1.42	5.2	0.007	0.18	544	0.042	Excavators	Max. hp 250
330BL EXCAVATOR-CAT	Diesel	204	30	5040	4.1	11.3	40.9	0.054	1.4	4,760	0.37	0.35	0.95	3.4	0.004	0.12	363	0.028	Excavators	Max. hp 250
330BL EXCAVATOR/AUX HYD-HAMMER-CAT	Diesel	204	23	3780	3.1	17.5	56.9	0.056	2.3	5,015	0.53	0.50	1.47	4.8	0.005	0.19	382	0.041	Excavators	Max. hp 250
16-30 BENDING MACHINE-CRC	Diesel	100	5	840	0.6	2.7	4.0	0.005	0.3	404	0.05	0.05	0.23	0.3	0.000	0.03	31	0.004	Other Construction Equipment	Max. hp 120
590SL BACKHOE 4WD-CASE	Diesel	110	45	7560	3.7	16.1	23.8	0.027	2.2	2,328	0.34	0.31	1.36	2.0	0.002	0.18	177	0.026	Tractors/Loaders/Backhoes	Max. hp 120
RD90B READSCREEN	Diesel	42	10	1680	0.9	2.8	2.7	0.004	0.2	280	0.08	0.08	0.24	0.2	0.000	0.02	21	0.006	Other Construction Equipment	Max. hp 50
OZZIE PADDER	Diesel	325	15	2520	2.4	8.5	27.1	0.037	0.9	3,814	0.22	0.20	0.72	2.3	0.003	0.08	291	0.016	Other Construction Equipment	Max. hp 500
950G WHEEL LOADER 4YD-CAT	Diesel	197	30	5040	4.2	12.0	42.6	0.050	1.5	4,469	0.4	0.35	1.01	3.6	0.004	0.13	341	0.029	Rubber Tired Loaders	Max. hp 250
12G MOTOR GRADER-CAT	Diesel	135	23	3780	3.7	16.6	28.6	0.031	1.7	2,788	0.33	0.31	1.40	2.4	0.003	0.14	212	0.025	Graders	Max. hp 175
14G MOTOR GRADER-CAT	Diesel	150	23	3780	3.7	16.6	28.6	0.031	1.7	2,788	0.33	0.31	1.40	2.4	0.003	0.14	212	0.025	Graders	Max. hp 175
RT-518 CRANE-GROVE	Diesel	110	5	840	0.5	1.8	3.1	0.003	0.3	251	0.05	0.04	0.15	0.3	0.0002	0.02	19	0.004	Cranes	Max. hp 120
RT-630 CRANE-GROVE	Diesel	160	5	840	0.8	2.4	4.4	0.005	0.3	402	0.05	0.05	0.20	0.37	0.0004	0.02	31	0.004	Cranes	Max. hp 175
390 AIR COMPRESSOR-QUINCY	Diesel	37	10	1680	1.1	2.7	2.4	0.003	0.3	223	0.10	0.09	0.23	0.20	0.0002	0.02	17	0.008	Air Compressors	Max. hp. 50
1500 AIR COMPRESSOR-IR	Diesel	460	20	3360	3.6	12.3	41.1	0.045	1.4	4,635	0.33	0.30	1.04	3.5	0.004	0.11	353	0.025	Air Compressors	Max. hp. 500
SA250 WELD MACHINE-LINCOLN	Diesel	40	150	25200	17.4	44.2	40.2	0.050	4.1	3,894	1.57	1.46	3.72	3.4	0.004	0.35	297	0.119	Welders	Max. hp. 50
60KW GENERATOR-IR	Diesel	72	60	10080	7.8	30.0	51.7	0.055	4.1	4,677	0.71	0.66	2.52	4.3	0.005	0.34	356	0.054	Generators	Max. hp. 120
100KW GENERATOR-COLEMAN	Diesel	110	60	10080	7.8	30.0	51.7	0.055	4.1	4,677	0.71	0.66	2.52	4.3	0.005	0.34	356	0.054	Generators	Max. hp. 120
G260KW GENERATOR-IR	Diesel	310	60	10080	12.7	48.8	167.5	0.198	5.0	20,211	1.14	1.06	4.10	14.1	0.017	0.42	1,540	0.087	Generators	Max. hp. 500
FT83 TEST/FILL PUMP-SABRE	Diesel	181	20	3360	2.9	9.1	37.3	0.045	1.1	4,027	0.26	0.25	0.76	3.1	0.004	0.09	307	0.020	Pumps	Max. hp 250
3" PUMP MQ	Gas	4	40	6720	0.6	2.1	3.3	0.005	0.2	297	0.05	0.05	0.17	0.3	0.0004	0.02	23	0.004	Pumps	Max. hp 15
CD150M 6" PUMP-GODWIN	Diesel	90	60	10080	8.1	30.5	52.5	0.055	4.3	4,677	0.73	0.68	2.56	4.4	0.005	0.36	356	0.056	Pumps	Max. hp 120
TOTAL					**144**	**613**	**1195**	**1.3**	**58**	**119,576**	**13**	**12**	**43**	**100**	**0.11**	**4.9**	**9,116**	**1.0**	-	-

Table 19
Emissions for Non-Road Equipment - Street Work Spread Nos. 1, 2, and 3
(Emissions Listed are for Each Spread)
Calnev Expansion Project

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tone)		Emission Factor Reference	
					VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	Equipment Type	Size
2 TON FLATBED W/10 TON CRANE	Diesel	350	4	672	0.7	2.5	6.6	0.007	0.3	720.4	0.06	0.058	0.21	0.55	0.0006	0.021	55	0.0047	Cranes	Max. hp 500
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	4	672	0.7	2.5	6.6	0.0	0.3	720.4	0.1	0.058	0.206	0.554	0.001	0.021	55	0.0047	Cranes	Max. hp 500
FORKLIFT, 8000+ LBS	Diesel	110	4	792	0.2	0.9	1.3	0.001	0.1	124.9	0.02	0.022	0.09	0.13	0.0001	0.012	11	0.0018	Forklifts	Max. hp 120
571G PIPELAYER-CAT	Diesel	310	12	2,016	3.3	13.2	30.6	0.031	1.2	3110.8	0.30	0.281	1.11	2.57	0.0026	0.103	237	0.0230	Crawler Tractors	Max. hp 500
572G PIPELAYER-CAT	Diesel	200	8	1,344	1.6	4.4	14.6	0.015	0.6	1329.1	0.14	0.131	0.37	1.22	0.0013	0.049	101	0.0107	Crawler Tractors	Max. hp 250
TRENCHING MACHINE	Diesel	180	4	672	1.0	3.1	10.1	0.0	0.4	891.6	0.1	0.088	0.261	0.85	0.001	0.034	68	0.0072	Trenchers	Max. hp 250
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	6	1,008	0.8	3.2	4.7	0.005	0.4	441.7	0.07	0.065	0.27	0.40	0.0004	0.037	34	0.0053	Excavators	Max. hp 120
330BL EXCAVATOR-CAT	Diesel	204	12	2,016	1.6	4.5	16.4	0.021	0.6	1,904	0.15	0.138	0.38	1.4	0.0018	0.047	145	0.0113	Excavators	Max. hp 250
16-30 BENDING MACHINE-CRC	Diesel	100	2	336	0.2	1.1	1.6	0.002	0.1	161.7	0.02	0.020	0.09	0.14	0.0002	0.012	12	0.0017	Other Construction Equipment	Max. hp 120
420D BACKHOE-CAT	Diesel	93	6	1,008	0.5	2.2	3.2	0.004	0.3	310.4	0.05	0.042	0.18	0.27	0.0003	0.024	24	0.0034	Tractors/Loaders/Backhoes	Max. hp 120
430D BACKHOE-CAT	Diesel	102	6	1,008	0.5	2.2	3.2	0.004	0.3	310	0.05	0.042	0.18	0.3	0.0003	0.024	24	0.0034	Tractors/Loaders/Backhoes	Max. hp 120
OZZIE PADDER	Diesel	325	6	1,008	1.0	3.4	10.9	0.015	0.4	1525.4	0.1	0.080	0.286	0.91	0.001	0.031	116	0.0066	Other Construction Equipment	Max. hp 500
936E WHEEL LOADER 3YD-CAT	Diesel	140	6	1,008	0.8	3.8	6.5	0.007	0.4	637.9	0.08	0.070	0.32	0.55	0.0006	0.032	49	0.0057	Rubber Tired Loaders	Max. hp 175
950G WHEEL LOADER 4YD-CAT	Diesel	197	6	1,008	0.8	2.4	8.5	0.010	0.3	893.9	0.08	0.071	0.20	0.72	0.0008	0.026	68	0.0058	Rubber Tired Loaders	Max. hp 250
RT-630 CRANE-GROVE	Diesel	160	4	672	0.5	1.9	3.5	0.004	0.2	321.4	0.04	0.039	0.16	0.29	0.0003	0.017	24	0.0032	Cranes	Max. hp 175
RT-860B CRANE-GROVE	Diesel	190	4	672	0.5	1.3	4.6	0.005	0.2	448.6	0.04	0.039	0.11	0.39	0.0004	0.014	34	0.0032	Cranes	Max. hp 250
P/33/24 TRENCH COMPACTOR-RAMMEX	Diesel	18	24	4,032	0.4	1.3	2.5	0.004	0.1	317.2	0.03	0.032	0.11	0.21	0.0003	0.010	24	0.0027	Other Construction Equipment	Max. hp 25
P185 WD AIR COMPRESSOR-IR	Diesel	78	16	2,688	1.5	5.3	9.1	0.009	0.8	751.2	0.14	0.13	0.45	0.76	0.00	0.07	57	0.0105	Air Compressors	Max. hp. 50
390 AIR COMPRESSOR-OUINCY	Diesel	37	8	1,344	0.9	2.2	1.9	0.002	0.2	178	0.08	0.073	0.18	0.2	0.0002	0.017	14	0.0060	Air Compressors	Max. hp. 50
1500 AIR COMPRESSOR-IR	Diesel	460	18	2,688	2.9	9.9	32.9	0.036	1.1	3,708	0.26	0.243	0.83	2.8	0.0031	0.092	283	0.0199	Air Compressors	Max. hp. 500
SA250 WELD MACHINE-LINCOLN	Diesel	40	36	6,048	4.2	10.6	9.7	0.012	1.0	934	0.38	0.350	0.89	0.8	0.0010	0.083	71	0.0286	Welders	Max. hp. 50
60KW GENERATOR-IR	Diesel	72	16	2,688	2.1	8.0	13.8	0.015	1.1	1,247	0.19	0.175	0.67	1.2	0.0012	0.092	95	0.0144	Generators	Max. hp. 120
G115KW GENERATOR-IR	Diesel	125	16	2,688	2.1	8.0	13.8	0.015	1.1	1,247	0.19	0.175	0.67	1.2	0.0012	0.092	95	0.0144	Generators	Max. hp. 120
G260KW GENERATOR-IR	Diesel	310	16	3,168	3.4	13.0	44.7	0.053	1.3	5,390	0.30	0.334	1.29	4.4	0.0052	0.131	484	0.0273	Generators	Max. hp. 500
3" PUMP MO	Gas	4	32	6,336	0.5	1.7	2.6	0.004	0.2	237.6	0.04	0.045	0.18	0.26	0.0004	0.019	21	0.0037	Pumps	Max. hp 15
CD150M 6" PUMP-GODWIN	Diesel	90	32	6,336	4.3	16.3	28.0	0.029	2.3	2494.4	0.39	0.428	1.61	2.77	0.0029	0.226	224	0.0350	Pumps	Max. hp 120
ASPHALT ZIPPER 480	Diesel	110	6	1,008	0.9	3.1	5.5	0.005	0.5	415.2	0.08	0.078	0.26	0.47	0.0004	0.041	32	0.0064	Pavers	Max. hp 120
8-HC SWEEPER-LAYMOR	Diesel	30	4	672	0.8	2.2	1.9	0.002	0.2	189.3	0.07	0.045	0.125	0.108	0.000	0.011	10	0.0037	Sweepers	Max. hp 50
3-5 TON SMOOTH DRUM ROLLER	Diesel	43	8	1,344	0.7	1.8	1.6	0.002	0.2	155.9	0.09	0.080	0.207	0.182	0.000	0.019	16	0.0065	Rollers	Max. hp 50
CONCRETE-AC.SAW	Diesel	5	18	2,688	0.1	0.4	0.8	0.001	0.0	98.9	0.03	0.027	0.091	0.170	0.000	0.008	20	0.0022	Concrete Saws	Max. hp 25
TOTAL					**40**	**136**	**302**	**0.34**	**16**	**31217**	**3.6**	**3.5**	**12**	**27**	**0.030**	**1.4**	**2503**	**0.28**	-	-

Table 20
Emissions for Non-Road Equipment - Hammer Bore and Auger Bore Crews
Calnev Expansion Project

Hammer Bore Crew

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tons)		Emission Factor Reference	
					VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	Equipment Type	Size
2 TON FLATBED W/10 TON CRANE	Diesel	350	5	690	0.9	3.1	8.2	0.009	0.31	900.5	0.08	0.06	0.21	0.57	0.0006	0.02	56	0.005	Cranes	Max. hp 500
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	5	690	0.9	3.1	8.2	0.0	0.3	900.5	0.1	0.06	0.21	0.57	0.00	0.02	56	0	Cranes	Max. hp 500
900 AIR COMPRESSOR-IR	Diesel	275	20	2,760	3.6	12.3	41	0.045	1.4	4634.8	0.33	0.25	0.85	2.84	0.0031	0.09	290	0.020	Air Compressors	Max. hp. 500
3" PUMP MQ	Gas	4	40	5,520	0.6	2.1	3.3	0.005	0.23	297.0	0.05	0.04	0.14	0.23	0.0003	0.02	19	0.003	Crawler Tractors	Max. hp 500
TOTAL					**5.9**	**21**	**61**	**0.068**	2.2	**6733**	**0.53**	**0.41**	**1.4**	**4.2**	**0.0047**	**0.2**	**421**	**0.033**	-	-

Auger Bore Crew

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tons)		Emission Factor Reference	
					VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	VOC	CO	NO_x	SO_2	PM	CO_2	CH_4	Equipment Type	Size
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	5	690	0.9	3.1	8.2	0.0088	0.3	900.5	0.08	0.06	0.21	0.57	0.0006	0.022	56.37	0.0049	Cranes	Max. hp 500
3 AXL LOWBED TRACTOR & TRAILER	Diesel	350	5	690	1.4	5.5	12.8	0.0	0.5	1296.1	0.1	0.10	0.38	0.88	0.00	0.04	81.13	0.01	Crawler Tractors	Max. hp 500
325BL EXCAVATOR-CAT	Diesel	188	8	1,035	1.0	2.8	10.2	0.013	0.3	1190.1	0.09	0.07	0.19	0.71	0.0009	0.024	74.50	0.0058	Excavators	Max. hp 250
RT-630 CRANE-GROVE	Diesel	160	5	690	0.6	2.4	4.4	0.0045	0.3	401.7	0.05	0.04	0.17	0.30	0.00031	0.018	25.15	0.0032	Cranes	Max. hp 175
SA250 WELD MACHINE-LINCOLN	Diesel	40	8	1,035	0.9	2.2	2.0	0.0025	0.2	194.7	0.08	0.06	0.15	0.14	0.0002	0.014	12.19	0.0049	Welders	Max. hp 50
G115KW GENERATOR-IR	Diesel	125	20	2,760	3.1	14.9	28.0	0.0	1.4	2839.6	0.3	0.22	1.03	1.93	0.00	0.10	177.75	0.0178	Generators	Max. hp 175
3" PUMP MQ	Gas	4	20	2,760	0.3	1.0	1.7	0.0023	0.1	148.5	0.03	0.02	0.07	0.11	0.0002	0.008	9.29	0.0016	Pumps	Max. hp 15
AUGER BORE MACHINE	Diesel	106	10	1,380	0.6	4.8	5.6	0.0090	0.4	771.2	0.05	0.04	0.33	0.39	0.0006	0.028	48.28	0.0034	Bore/Drill Machines	Max. hp 120
TOTAL					**9**	**37**	**73**	**0.085**	**3.5**	**7742**	**0.79**	**0.6**	**2.5**	**8.0**	**0.0059**	**0.24**	**485**	**0.05**	-	-

Table 21
Emissions for Non-Road Equipment - HDD and Station Work Crews
Calnev Expansion Project

HDD Crew Nos. 1, 2 and 3 (Emissions Listed are for Each Crew)

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tons)		Emission Factor Reference	
					VOC	CO	NO$_x$	SO$_2$	PM	CO$_2$	CH$_4$	VOC	CO	NO$_x$	SO$_2$	PM	CO$_2$	CH$_4$	Equipment Type	Size
FORKLIFT, 8000+ LBS	Diesel	110	15	2,520	0.8	3.3	4.9	0.005	0.5	468.4	0.07	0.07	0.28	0.41	0.0005	0.039	36	0.006	Forklifts	Max. hp 120
330BL EXCAVATOR-CAT	Diesel	204	23	3,105	3.1	8.5	30.7	0.0	1.0	3570.4	0.3	0.21	0.58	2.12	0.00	0.07	223	0	Excavators	Max. hp 250
580SL BACKHOE-CASE	Diesel	110	23	3,105	1.9	8.1	11.9	0.014	1.1	1163.9	0.17	0.13	0.56	0.82	0.0009	0.074	73	0.011	Tractor/Loader/Backhoe	Max. hp 120
RT-860B CRANE-GROVE	Diesel	190	15	2,070	1.8	4.9	17.3	0.019	0.6	1682.4	0.16	0.12	0.34	1.19	0.0013	0.044	105	0.010	Cranes	Max. hp 250
SAM 400 WELDER-LINCOLN	Diesel	57	23	3,105	2.6	6.6	6.0	0.008	0.6	584.1	0.23	0.18	0.46	0.42	0.0005	0.043	37	0.015	Welders	Max. hp 50
G260KW GENERATOR-IR	Diesel	310	20	2,760	4.2	16.3	55.8	0.066	1.7	6737.1	0.38	0.29	1.12	3.85	0.0046	0.11	422	0.024	Generators	Max. hp 500
LIGHT TOWERS	Diesel	13	80	11,040	0.9	4.9	5.9	0.013	0.2	808.6	0.08	0.06	0.34	0.41	0.0009	0.016	51	0.005	Other Construction Equip.	Max. hp 15
750,000 # DRILL RIG (2 3408 E ENG)	Diesel	1150	10	1,380	4.9	16.9	73.9	0.093	1.9	9282.8	0.44	0.34	1.17	5.10	0.0064	0.13	581	0.028	Bore/Drill Rigs	Max. hp 1000
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	750	10	1,380	3.8	14.2	49.2	0.1	1.5	5707.0	0.3	0.26	0.98	3.39	0.00	0.10	357	0	Pumps	Max. hp 750
150,000 # DRILL RIG	Diesel	300	10	1,380	1.4	5.5	14.9	0.031	0.5	3113.1	0.13	0.10	0.38	1.03	0.0021	0.036	195	0.008	Bore/Drill Rigs	Max. hp 500
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	460	10	1,380	2.2	8.6	28.9	0.034	0.9	3452.0	0.20	0.16	0.59	2.00	0.0023	0.061	216	0.013	Pumps	Max. hp 500
80,000 # DRILL RIG	Diesel	200	10	1,380	0.9	3.4	10.1	0.021	0.3	1881.0	0.08	0.06	0.24	0.70	0.0015	0.022	118	0.005	Bore/Drill Rigs	Max. hp 250
MUD TANK CLEANING SYST. INCL. PUMPS	Diesel	87	10	1,380	1.4	5.1	8.8	0.009	0.7	779.5	0.12	0.09	0.35	0.60	0.0006	0.049	49	0.008	Pumps	Max. hp 120
TOTAL					**30**	**106**	**318**	**0.41**	**12**	**39230**	**2.7**	**2**	**7**	**22**	**0.028**	**0.80**	**2462**	**0.17**	-	-

Station Work Crew Nos. 1 and 2 (Emissions Listed are for Each Crew)

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Total Hourly usage (hrs)	Daily Emissions (lbs/day)							Total Emissions (tons)					Total Emissions (metric tons)		Emission Factor Reference	
					VOC	CO	NO$_x$	SO$_2$	PM	CO$_2$	CH$_4$	VOC	CO	NO$_x$	SO$_2$	PM	CO$_2$	CH$_4$	Equipment Type	Size
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	10	720	1.7	6.1	16.5	0.02	0.6	1801.0	0.2	0.06	0.22	0.59	0.00	0.02	58.82	0.0051	Cranes	Max. hp 500
3 AXL DUMP TRUCK 10 C.Y.	Diesel	350	30	2,160	7.1	21.2	63.7	0.1	2.4	8170.0	0.6	0.26	0.76	2.29	0.00	0.08	266.82	0.02	Off-Highway Trucks	Max. hp 500
330BL EXCAVATOR-CAT	Diesel	204	15	1,080	2.1	5.6	20.4	0.03	0.7	2380.2	0.2	0.07	0.20	0.74	0.00	0.03	77.74	0.0061	Excavators	Max. hp 250
430D BACKHOE-CAT	Diesel	102	15	1,080	1.2	5.4	7.9	0.01	0.7	775.9	0.1	0.04	0.19	0.29	0.00	0.03	25.34	0.0037	Tractors/Loaders/Backhoes	Max. hp 120
914G WHEEL LOADER-CAT	Diesel	90	5	360	0.6	2.1	3.4	0.00	0.3	294.6	0.1	0.02	0.08	0.12	0.00	0.01	9.62	0.0017	Rubber Tire Loaders	Max. hp 120
RT-518 CRANE-GROVE	Diesel	110	5	360	0.5	1.8	3.1	0.00	0.3	250.7	0.0	0.02	0.07	0.11	0.00	0.01	8.19	0.0015	Cranes	Max. hp 120
RT-630 CRANE-GROVE	Diesel	160	5	360	0.6	2.4	4.4	0.00	0.3	401.7	0.1	0.02	0.09	0.16	0.00	0.01	13.12	0.0017	Cranes	Max. hp 175
RT-860B CRANE-GROVE	Diesel	190	5	360	0.6	1.6	5.8	0.01	0.2	560.8	0.1	0.02	0.06	0.21	0.00	0.01	18.31	0.0017	Cranes	Max. hp 250
P185 WD AIR COMPRESSOR-IR	Diesel	78	30	2,160	2.9	10.0	17.0	0.02	1.6	1408.5	0.3	0.10	0.36	0.61	0.00	0.06	46.00	0.0085	Air Compressors	Max. hp 120
1500 AIR COMPRESSOR-IR	Diesel	460	10	720	1.8	6.2	20.6	0.02	0.7	2317.4	0.2	0.07	0.22	0.74	0.00	0.02	75.68	0.0053	Air Compressors	Max. hp 500
SA250 WELD MACHINE-LINCOLN	Diesel	40	75	5,400	8.7	22.1	20.1	0.03	2.1	1946.9	0.8	0.31	0.80	0.72	0.00	0.07	63.58	0.0256	Welders	Max. hp 50
TOTAL					**28**	**86**	**183**	**0.22**	**9.8**	**20308**	**3**	**1**	**3**	**7**	**0**	**0**	**663**	**0.082**	-	-

Table 22
On-Road Vehicles - Mainline and Street Work Spreads
Calnev Expansion Project

Mainline Spreads Nos. 1 and 2 (Data Listed are for Each Spread)

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units										Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Pot-holing	R/W Clearing	Ditching	String Pipe	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	Supervision	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	10	60	198	2	4	4	2	2	2	2	2	4	24	240	1,440	1,680	47,520	285,120	332,640
8 PASSANGER VAN	LDDT12	1	10	60	168		1	2	1	2		2			8	80	480	560	13,440	80,640	94,080
1 TON FLATBED 2WD-FORD	LDDT12	1	10	60	198	1	1	1	2	1	1		1	2	10	100	600	700	19,800	118,800	138,600
1 TON FLATBED 2WD-FORD	LDDT12	1	10	60	168						8	4			12	120	720	840	20,160	120,960	141,120
1 TON MECHANIC 2WD-FORD	LDDT12	1	10	60	198									2	2	20	120	140	3,960	23,760	27,720
2 TON FLATBED-FORD	HDDV3	1	10	60	198			2	2			2		2	8	80	480	560	15,840	95,040	110,880
2 AXL 26 PASSANGER BUS-INLR.	HDDV3	1	10	60	168						1				1	10	60	70	1,680	10,080	11,760
2 AXL WATER TRUCK	HDDV6	8	10	60	168		2						2		4	320	1,920	2,240	53,760	322,560	376,320
3 AXL FUEL TRUCK	HDDV6	1	10	60	168									3	3	30	180	210	5,040	30,240	35,280
3 AXL SANDBLAST TRUCK	HDDV6	1	10	60	168							4			4	40	240	280	6,720	40,320	47,040
3 AXL DUMP TRUCK 10 C.Y.	HDDV6	5	10	60	168			4					4		8	400	2,400	2,800	67,200	403,200	470,400
3 AXL LOWBED TRACTOR & TRAILER	HDDV6	1	10	60	198									2	2	20	120	140	3,960	23,760	27,720
Worker Buses	HDDBT	1	10	60	198										2	20	120	140	3,960	23,760	27,720
Diesel Vehicle Subtotal																**1,480**	**8,880**	**10,360**	**263,040**	**1,578,240**	**1,841,280**
			10	60	198											0	0	0	0	0	0
TOTAL																**1,480**	**8,880**	**10,360**	**263,040**	**1,578,240**	**1,841,280**

Street Work Spreads Nos. 1, 2 and 3 (Data Listed are for Each Spread)

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units										Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Pot-holing	Ditching	String Pipe	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	Repave & Clean-Up	Supervision	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	1	30	198	1	1	1			1	1	1	2	8	8	240	248	1,584	47,520	49,104
1 TON FLATBED 2WD-FORD	LDDT12	1	1	30	168		1	1		1		1	1	1	6	6	180	186	1,008	30,240	31,248
1 TON FLATBED 2WD-FORD	LDDT12	1	1	30	168					2	2				4	4	120	124	672	20,160	20,832
1 TON MECHANIC 2WD-FORD	LDDT12	1	1	30	168									1	1	1	30	31	168	5,040	5,208
2 TON FLATBED-FORD	HDDV3	1	1	30	168		1		1				1	1	4	4	120	124	672	20,160	20,832
3 AXL FUEL TRUCK	HDDV6	1	1	30	168									1	1	1	30	31	168	5,040	5,208
3 AXL SANDBLAST TRUCK	HDDV6	1	1	30	168						2				2	2	60	62	336	10,080	10,416
2 AXL DUMP TRUCK 5 C.Y.	HDDV6	15	1	30	168		1					2	1		4	60	1,800	1,860	10,080	302,400	312,480
3 AXL DUMP TRUCK 10 C.Y.	HDDV6	15	1	30	168		6								6	90	2,700	2,790	15,120	453,600	468,720
3 AXL LOWBED TRACTOR & TRAILER	HDDV6	1	1	30	168									1	1	1	30	31	168	5,040	5,208
3 AXL WATER TRUCK	HDDV6	1	1	30	168							3			3	3	90	93	504	15,120	15,624
Worker Buses	HDDBT	1	1	30	168										1	1	30	31	168	5,040	5,208
Diesel Vehicle Subtotal																**181**	**5,430**	**5,611**	**30,648**	**919,440**	**950,088**
			1	30	168											0	0	0	0	0	0
TOTAL																**181**	**5,430**	**5,611**	**30,648**	**919,440**	**950,088**

Table 23
On-Road Vehicles - Hammer Bore and Auger Bore Crews
Calnev Expansion Project

Hammer Bore Crew

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units		Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Boring	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	10	60	168	4	4	40	240	280	6,720	40,320	47,040
2 TON FLATBED-FORD	HDDV3	1	10	60	168	2	2	20	120	140	3,360	20,160	23,520
Worker Buses	HDDBT	1	10	60	168		1	10	60	70	1,680	10,080	11,760
TOTAL								**70**	**420**	**490**	**11,760**	**70,560**	**82,320**

Auger Bore Crew

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units		Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Boring	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	10	60	168	4	4	40	240	280	6,720	40,320	47,040
2 TON FLATBED-FORD	HDDV3	1	10	30	168	1	1	10	30	40	1,680	5,040	6,720
Worker Buses	HDDBT	1	10	60	168		1	10	60	70	1,680	10,080	11,760
TOTAL								**60**	**330**	**390**	**10,080**	**55,440**	**65,520**

Table 24

On-Road Vehicles - HDD and Station Crews

Calnev Expansion Project

HDD Crew Nos. 1, 2, and 3 (Data Listed are for Each Crew)

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units			Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Drilling	Pipe Pull	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	10	60	138	2	2	6	60	360	420	8,280	49,680	57,960
8 PASSANGER VAN	LDDT12	1	10	60	138		1	3	30	180	210	4,140	24,840	28,980
1 TON FLATBED 2WD-FORD	LDDT12	1	10	60	138	1	1	6	60	360	420	8,280	49,680	57,960
2 AXL WATER TRUCK	HDDV6	5	10	60	138	1		3	150	900	1,050	20,700	124,200	144,900
VACUUM TRUCK	HDDV6	1	10	60	138	1	3	6	60	360	420	8,280	49,680	57,960
VACUUM TRAILER	HDDV6	1	10	60	138	1		3	30	180	210	4,140	24,840	28,980
Worker Buses	HDDBT	1	10	60	138			1	10	60	70	1,380	8,280	9,660
TOTAL									**400**	**2,400**	**2,800**	**55,200**	**331,200**	**386,400**

Station Crew Nos. 1 and 2 (Data Listed are for Each Crew)

Vehicle Description	Vehicle Class	Roundtrips per Unit	Travel on Roads per Roundtrip (miles)		Total Working Days per Unit	No. of Units						Total Daily VMT All Units (VMT/day)			Total Overall VMT of All Units (VMT)		
			Unpaved Roads	Paved Roads		Excavation Work	& Fabrication	Equip installation	Backfilling & Cleanup	Supervision	TOTAL	Unpaved Roads	Paved Roads	TOTAL	Unpaved Roads	Paved Roads	TOTAL
3/4 TON PICKUP 2WD-FORD	LDDT12	1	5	60	92	1	1	1	1	2	6	30	360	390	2,760	33,120	35,880
1 TON FLATBED 2WD-FORD	LDDT12	1	1	30	72		6				6	6	180	186	432	12,960	13,392
1 TON FLATBED 2WD-FORD	LDDT12	1	1	30	72			4			4	4	120	124	288	8,640	8,928
CONCRETE TRUCK	HDDV6	1	1	30	72			2			2	2	60	62	144	4,320	4,464
FUEL TRUCK	HDDV6	1	1	30	72	1	1	1	1		4	4	120	124	288	8,640	8,928
Worker Buses	HDDBT	1	1	60	72						1	1	60	61	72	4,320	4,392
TOTAL												**47**	**900**	**947**	**3,984**	**72,000**	**75,984**

Table 25
On-Road Vehicle Exhaust Emission Factors
Calnev Expansion Project

	Emission Factor[a] (pounds/VMT)							
Vehicle Type	**VOC**	**CO**	**NOx**	**SOx**	**PM10**	**PM2.5**	**CO2**	**CH4**
Diesel Delivery Trucks	0.002419	0.01693	0.01893	0.0000273	0.0007010	0.0005968	2.752	0.0001166

Notes:

a. Emission factors from SCAQMD file "onroadEF07_26.xls". Year: 2011.

Table 26
Emissions for On-Road Vehicles
Calnev Expansion Project

Spread / Crew	Fuel Type	Total Daily VMT (VMT/day)	Total Overall VMT (VMT)	Daily Emissions (lbs/day)								Total Emissions (tons)						Total Emissions (metric tons)	
				VOC	CO	NO_x	SO_2	PM10	PM2.5	CO_2	CH_4	VOC	CO	NO_x	SO_2	PM10	PM2.5	CO_2	CH_4
Mainline Spreads	Diesel Delivery Truck	10,360	1,841,280	25	175	196	0.28	7.3	6.2	28,509	1.2	2.2	15.6	17.4	0.025	0.65	0.55	2,298	0.10
	Subtotal	**-**	**-**	**25**	**175**	**196**	**0.28**	**7.3**	**6.2**	**28,509**	**1.2**	**2.2**	**15.6**	**17.4**	**0.025**	**0.65**	**0.55**	**2,298**	**0.10**
Street Work Spreads	Diesel Delivery Truck	5,611	950,088	14	95	106	0.15	3.9	3.3	15,440	0.65	1.1	8.0	9.0	0.013	0.33	0.28	1,186	0.050
	Subtotal	**-**	**-**	**14**	**95**	**106**	**0.15**	**3.9**	**3.3**	**15,440**	**0.65**	**1.1**	**8.0**	**9.0**	**0.013**	**0.33**	**0.28**	**1,186**	**0.050**
Hammer Bore Crew	Diesel Delivery Truck	490	82,320	1.2	8.3	9.3	0.013	0.34	0.29	1,348	0.057	0.1	0.70	0.78	0.0011	0.03	0.025	103	0.0044
	Subtotal	**-**	**-**	**1.2**	**8.3**	**9.3**	**0.013**	**0.34**	**0.29**	**1,348**	**0.057**	**0.1**	**0.70**	**0.78**	**0.0011**	**0.03**	**0.025**	**103**	**0.0044**
Auger Bore Crew	Diesel Delivery Truck	390	65,520	0.9	6.6	7.4	0.011	0.27	0.23	1,073	0.045	0.1	0.55	0.62	0.0009	0.02	0.020	82	0.0035
	Subtotal	**-**	**-**	**0.9**	**6.6**	**7.4**	**0.011**	**0.27**	**0.23**	**1,073**	**0.045**	**0.1**	**0.55**	**0.62**	**0.0009**	**0.02**	**0.020**	**82**	**0.0035**
HDD Crews	Diesel Delivery Truck	2,800	386,400	6.8	47	53	0.076	2.0	1.7	7,705	0.33	0.5	3.3	3.7	0.0053	0.14	0.12	482	0.020
	Subtotal	**-**	**-**	**6.8**	**47**	**53**	**0.076**	**2.0**	**1.7**	**7,705**	**0.33**	**0.5**	**3.3**	**3.7**	**0.0053**	**0.14**	**0.12**	**482**	**0.020**
Station Crews	Diesel Delivery Truck	947	75,984	2.3	16	18	0.026	0.66	0.57	2,606	0.11	0.092	0.64	0.72	0.0010	0.03	0.023	95	0.0040
	Subtotal	**-**	**-**	**2.3**	**16**	**18**	**0.026**	**0.66**	**0.57**	**2,606**	**0.11**	**0.1**	**0.64**	**0.72**	**0.0010**	**0.03**	**0.023**	**96**	**0.0040**

Table 27
Fugitve Dust Emissions - Construction Sites
Calnev Expansion Project

Construction Activity	Disturbance (acres)	Duration of Activity (months)	Emission Factor[a] (ton/acre/month)		Daily Emissions (lbs/day)		Emissions (tons)	
			PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Mainline Spreads[b]	6	5.6	0.11	0.023	60	13	3.7	0.78
Street Work Spreads[c]	1.5	5.6	0.11	0.023	15	3.2	0.9	0.19
Hammer Bore Crew	1	4.5	0.11	0.023	10	2.1	0.5	0.10
Auger Bore Crew	1	4.5	0.11	0.023	10	2.1	0.5	0.10
HDD Crew	1	4.5	0.11	0.023	10	2.1	0.5	0.10
Station Work	1	2.5	0.11	0.023	10	2.1	0.28	0.058

Notes:

a. See emission factor derivation table below.

b. Pipeline construction area basd on all concurrent work on a total surface area of a 100-ft wide corridor with a length of one half mile.

c. Pipeline construction area basd on all concurrent work on a total surface area of a 50-ft wide corridor with a length of one quarter mile.

Emission Factor Derivation Table

Parameter	Units[1]	PM_{10} (2)	$PM_{2.5}$ (3)
Uncontrolled Emission Factor	ton/acre/month	0.22	0.046
Controlled Emission Factor[4]	ton/acre/month	0.11	0.023

Notes:

1. Based on 22 days/month.
2. from UREMIS2007 User's Guide
3. assumes PM2.5 fraction is 21% of PM10 fraction.
4. Assume 50% dust control based on watering.

Table 28
Fugitive Dust Emission Factors - Roads
Calnev Expansion Project

Unpaved Roads - Emission Factor Derivation

$E = k(s/12)^a(W/3)^b$ AP-42 Section 13.2.2

where:

E = particulate emission factor (lb/VMT)
k, a, b = empirical constants for industrial roads
s = surface material silt content (%)
W = average vehicle weight (tons)

Parameter	Units	PM_{10}	$PM_{2.5}$	Reference
Mean Vehicle Weight	**tons**	8	8	Assumption
Constant, k	lb/VMT	1.5	0.15	Table 13.2.2-2 (worst case)
Constant, a		0.9	0.9	Table 13.2.2-2 (worst case)
Constant, b		0.45	0.45	Table 13.2.2-2 (worst case)
Silt content, s	%	8.5	8.5	Table 13.2..2-1 (construction sites)
Uncontrolled Emission factor, E	**lb/VMT**	**1.71**	**0.171**	**Calculation**
Controlled Emission factor	**lb/VMT**	**0.43**	**0.043**	**Calculation**

Paved Roads - Emission Factor Derivation Table

$E = (k(sL/2)^{0.65}(W/3)^{1.5}-C)$ AP-42 Section 13.2.1 (11/06 version)

where:

E = particulate emission factor (lb/VMT)
k = particle size multiplier
sL = road surface silt loading (g/m^2)
W = average vehicle weight (tons)
C = emission factor for 1980's vehicle fleet exhaust, break wear and tire wear

Parameter	Units	PM_{10}	$PM_{2.5}$	Reference
Mean Vehicle Weight	tons	3	3	Assumption
k factor	lb/VMT	0.016	0.0024	Table 13.2-1.1
Silt Loading, sL	g/m^2	0.6	0.6	Table 13.2.1-3
Emission factor, C	lb/VMT	0.00047	0.00036	Table 13.2.1-2
Emission factor, E	**lb/VMT**	**0.00685**	**0.000737**	**Calculation**

Table 29
Fugitive Dust Emissions for Roads
Calnev Expansion Project

	Total Daily VMT (VMT/day)		Total Overall VMT (VMT)		Unpaved Roads				Paved Roads				Total			
					Daily Emissions (lbs/day)		Total Emissions (tons)		Daily Emissions (lbs/day)		Total Emissions (tons)		Daily Emissions (lbs/day)		Total Emissions (tons)	
Spread / Crew	Unpaved Roads	Paved Roads	Unpaved Roads	Paved Roads	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5	PM10	PM2.5
Mainline Spread	1,480	8,880	263,040	1,578,240	633	63	56	6	61	6.5	5.4	0.58	693	70	62	6
Street Work Spread	181	5,430	30,648	919,440	77	7.7	6.6	0.66	37	4.00	3.15	0.339	115	11.7	9.7	1.0
Hammer Bore Crew	70	420	11,760	70,560	30	3	3	0.3	2.9	0.31	0.24	0.026	33	3.3	2.8	0.28
Auger Bore Crew	60	330	10,080	55,440	26	3	2	0.2	2.3	0.24	0.19	0.020	28	2.8	2.3	0.2
HDD Crews	400	2,400	55,200	331,200	171	17	12	1.2	16	1.77	1.1	0.12	187	19	13	1.3
Station Crews	47	900	3,984	72,000	20	2.0	0.9	0.09	6.2	0.66	0.25	0.027	26	2.7	1.1	0.11

Appendix C - Part II
Emission Calculations for Street Work Spread - Pipe Installation
Calnev Expansion Project

Table No.	Title
Table 1	Summary of Daily Construction Emissions - Pipe Installation During Street Work Spread
Table 2	Non-Road Equipment - Street Work Spread
Table 3	Non-Road Equipment Exhaust Emission Factors
Table 4	Emissions for Non-Road Equipment - Pipe Installation During Street Work Spread
Table 5	Fugitve Dust Emissions - Pipe Installation During Street Work Spread

Table 1

Summary of Daily Construction Emissions - Pipe Installation During Street Work Spread

Calnev Expansion Project

Spread / Crew	Activity	Emission Type	Emissions (lbs/day)					
			VOC	CO	NO_x	SO_2	PM_{10}	$PM_{2.5}$
Street Work Spread	Pipe Installation	Exhaust Emissions	16	52	132	0.15	6.0	6.0
		Fugitive Dust Emissions	-	-	-	-	7.0	1.5
		Subtotal	**16**	**52**	**132**	**0.15**	**13**	**7.5**

Table 2
Non-Road Equipment - Street Work Spread
Calnev Expansion Project

EQUIPMENT DESCRIPTION	Fuel Type	Engine Rating per Unit (hp)	Daily Operation per Unit (hr/day)	Total Working Days per Unit	No. of Units									Total Daily Operation of All Units (hr/day)	Total Overall Operation of All Units (hr)	Equipment Usage (hp-hr)									Total Daily Operation of All Units During Pipe Installation (hr/day)
					Pot-holing	Ditching	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	Repave & Clean-Up	Supervision	TOTAL			Pot-holing	Ditching	Pipe Bending	Pipe Welding	Pipe Install	Backfill Pipe	Repave & Clean-Up	Supervision	TOTAL	
2 TON FLATBED W/10 TON CRANE	Diesel	350	4	168				1					1	4	672	0	0	0	1400	0	0	0	0	1400	0
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	4	168					1				1	4	672	0	0	0	0	1400	0	0	0	1400	4
FORKLIFT, 8000+ LBS	Diesel	110	4	198								1	1	4	792	0	0	0	0	0	0	0	440	440	0
571G PIPELAYER-CAT	Diesel	310	8	168				2					2	12	2,016	0	0	0	3720	0	0	0	0	3720	0
572G PIPELAYER-CAT	Diesel	200	4	168					2				2	8	1,344	0	0	0	0	1600	0	0	0	1600	8
TRENCHING MACHINE	Diesel	180	4	168		1							1	4	672	0	720	0	0	0	0	0	0	720	0
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	6	168						1			1	6	1,008	0	0	0	0	0	690	0	0	690	0
330BL EXCAVATOR-CAT	Diesel	204	6	168		2							2	12	2,016	0	2448	0	0	0	0	0	0	2448	0
16-30 BENDING MACHINE-CRC	Diesel	100	2	168			1						1	2	336	0	0	200	0	0	0	0	0	200	0
420D BACKHOE-CAT	Diesel	93	6	168	1								1	6	1,008	558	0	0	0	0	0	0	0	558	0
430D BACKHOE-CAT	Diesel	102	6	168					1				1	6	1,008	0	0	0	0	612	0	0	0	612	6
OZZIE PADDER	Diesel	325	8	168						1			1	6	1,008	0	0	0	0	0	1950	0	0	1950	0
936E WHEEL LOADER 3YD-CAT	Diesel	140	6	168						1			1	6	1,008	0	0	0	0	0	840	0	0	840	0
950G WHEEL LOADER 4YD-CAT	Diesel	197	6	168						1			1	6	1,008	0	0	0	0	0	1182	0	0	1182	0
RT-630 CRANE-GROVE	Diesel	160	4	168				1					1	4	672	0	0	0	640	0	0	0	0	640	0
RT-860B CRANE-GROVE	Diesel	190	4	168					1				1	4	672	0	0	0	0	760	0	0	0	760	4
P/33/24 TRENCH COMPACTOR-RAMMEX	Diesel	18	6	168						4			4	24	4,032	0	0	0	0	0	432	0	0	432	0
P185 WD AIR COMPRESSOR-IR	Diesel	78	4	168				2	2				4	16	2,688	0	0	0	624	624	0	0	0	1248	8
390 AIR COMPRESSOR-QUINCY	Diesel	37	4	168				1	1				2	8	1,344	0	0	0	148	148	0	0	0	296	4
1500 AIR COMPRESSOR-IR	Diesel	460	8	168					2				2	18	2,688	0	0	0	0	7360	0	0	0	7360	16
SA250 WELD MACHINE-LINCOLN	Diesel	40	6	168				2	4				6	36	8,048	0	0	0	480	960	0	0	0	1440	24
60KW GENERATOR-IR	Diesel	72	8	168				2					2	16	2,688	0	0	0	1152	0	0	0	0	1152	0
G115KW GENERATOR-IR	Diesel	125	8	168					2				2	16	2,688	0	0	0	0	2000	0	0	0	2000	16
G260KW GENERATOR-IR	Diesel	310	8	198					2				2	16	3,168	0	0	0	0	4960	0	0	0	4960	16
3" PUMP MQ	Gas	4	8	198		4							4	32	6,336	0	128	0	0	0	0	0	0	128	0
CD150M 6" PUMP-GODWIN	Diesel	90	8	198		4							4	32	6,336	0	2880	0	0	0	0	0	0	2880	0
ASPHALT ZIPPER 480	Diesel	110	6	168		1							1	6	1,008	0	660	0	0	0	0	0	0	660	0
8-HC SWEEPER-LAYMOR	Diesel	30	4	168							1		1	4	672	0	0	0	0	0	0	120	0	120	0
3-5 TON SMOOTH DRUM ROLLER	Diesel	43	8	168							1		1	8	1,344	0	0	0	0	0	0	344	0	344	0
CONCRETE-AC SAW	Diesel	5	8	168		2							2	16	2,688	0	80	0	0	0	0	0	0	80	0
																558	**6916**	**200**	**8164**	**20424**	**5094**	**464**	**440**		

Table 3
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SO2	PM	CO2	CH4
Aerial Lifts	15	0.0103	0.0528	0.0650	0.0001	0.0033	8.7	0.0009
	25	0.0192	0.0546	0.0984	0.0001	0.0060	11.0	0.0017
	50	0.0706	0.1884	0.1952	0.0003	0.0179	19.8	0.0064
	120	0.0657	0.2477	0.4270	0.0004	0.0346	38.1	0.0059
	500	0.1378	0.5300	1.7852	0.0021	0.0540	213	0.0124
	750	0.2567	0.9581	3.3162	0.0039	0.0991	385	0.0232
Aerial Lifts Composite		0.0624	0.2033	0.3429	0.0004	0.0235	34.7	0.0056
Air Compressors	15	0.0137	0.0504	0.0805	0.0001	0.0057	7.2	0.0012
	25	0.0306	0.0814	0.1368	0.0002	0.0093	14.4	0.0028
	50	0.1093	0.2740	0.2350	0.0003	0.0253	22.3	0.0099
	120	0.0956	0.3321	0.5677	0.0006	0.0524	47.0	0.0086
	175	0.1209	0.5096	0.9549	0.0010	0.0548	88.5	0.0109
	250	0.1138	0.3192	1.3087	0.0015	0.0416	131	0.0103
	500	0.1811	0.6166	2.0558	0.0023	0.0682	232	0.0183
	750	0.2844	0.9529	3.2673	0.0036	0.1071	358	0.0257
	1000	0.4881	1.7108	5.7297	0.0049	0.1705	486	0.0440
Air Compressors Composite		0.1054	0.3524	0.8923	0.0007	0.0501	63.6	0.0095
Bore/Drill Rigs	15	0.0120	0.0632	0.0754	0.0002	0.0029	10.3	0.0011
	25	0.0195	0.0658	0.1242	0.0002	0.0059	16.0	0.0018
	50	0.0436	0.2409	0.2790	0.0004	0.0189	31.0	0.0039
	120	0.0606	0.4782	0.5580	0.0009	0.0400	77.1	0.0055
	175	0.0829	0.7539	0.8250	0.0018	0.0446	141	0.0075
	250	0.0892	0.3445	1.0129	0.0021	0.0323	188	0.0081
	500	0.1418	0.5542	1.4912	0.0031	0.0521	311	0.0128
	750	0.2822	1.0947	3.0008	0.0062	0.1034	615	0.0255
	1000	0.4882	1.6903	7.3893	0.0093	0.1875	928	0.0440
Bore/Drill Rigs Composite		0.0943	0.5102	1.0083	0.0017	0.0436	165	0.0085
Cement and Mortar Mixers	15	0.0076	0.0387	0.0484	0.0001	0.0026	6.3	0.0007
	25	0.0319	0.0895	0.1589	0.0002	0.0099	17.8	0.0029
Cement and Mortar Mixers Composite		0.0096	0.0429	0.0575	0.0001	0.0032	7.2	0.0009
Concrete/Industrial Saws	25	0.0200	0.0678	0.1268	0.0002	0.0058	18.5	0.0018
	50	0.1139	0.3112	0.3019	0.0004	0.0284	30.2	0.0103
	120	0.1247	0.4926	0.8118	0.0009	0.0684	74.1	0.0113
	175	0.1805	0.8751	1.5479	0.0018	0.0826	160	0.0163
Concrete/Industrial Saws Composite		0.1179	0.4209	0.6240	0.0007	0.0525	58.5	0.0106
Cranes	50	0.1192	0.3071	0.2511	0.0003	0.0273	23.2	0.0108
	120	0.1048	0.3686	0.6196	0.0006	0.0571	50.1	0.0095
	175	0.1149	0.4857	0.8777	0.0009	0.0514	80.3	0.0104
	250	0.1171	0.3276	1.1522	0.0013	0.0428	112	0.0106
	500	0.1726	0.6137	1.6493	0.0018	0.0627	180	0.0156
	750	0.2920	1.0299	2.8472	0.0030	0.1068	303	0.0263
	9999	1.0371	3.8402	11.5554	0.0098	0.3585	971	0.0936
Cranes Composite		0.1507	0.5179	1.3617	0.0014	0.0599	129	0.0136
Crawler Tractors	50	0.1352	0.3424	0.2745	0.0003	0.0305	24.9	0.0122
	120	0.1461	0.4959	0.8580	0.0008	0.0778	65.8	0.0132
	175	0.1848	0.7540	1.4007	0.0014	0.0818	121	0.0167
	250	0.1950	0.5472	1.8209	0.0019	0.0725	166	0.0176
	500	0.2783	1.1025	2.5536	0.0025	0.1020	259	0.0251
	750	0.5006	1.9682	4.6762	0.0047	0.1844	465	0.0452
	1000	0.7588	3.1215	8.1716	0.0066	0.2653	658	0.0685
Crawler Tractors Composite		0.1764	0.6220	1.3069	0.0013	0.0806	114	0.0159
Crushing/Proc. Equipment	50	0.2109	0.5418	0.4626	0.0006	0.0493	44.0	0.0190
	120	0.1647	0.5896	0.9809	0.0010	0.0915	83.1	0.0149
	175	0.2234	0.9697	1.7520	0.0019	0.1023	187	0.0202
	250	0.2081	0.5837	2.3660	0.0028	0.0754	245	0.0188
	500	0.2887	0.9617	3.1941	0.0037	0.1071	374	0.0261
	750	0.4624	1.4856	5.2437	0.0059	0.1718	589	0.0417
	9999	1.2993	4.4184	15.2096	0.0131	0.4525	1,308	0.1172
Crushing/Proc. Equipment Composite		0.2014	0.7073	1.3534	0.0015	0.0884	132	0.0182

Table 3
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SO2	PM	CO2	CH4
Dumpers/Tenders	25	0.0103	0.0330	0.0629	0.0001	0.0034	7.6	0.0009
Dumpers/Tenders Composite		0.0103	0.0330	0.0629	0.0001	0.0034	7.6	0.0009
Excavators	25	0.0198	0.0677	0.1255	0.0002	0.0050	16.4	0.0018
	50	0.1018	0.3035	0.2601	0.0003	0.0256	25.0	0.0092
	120	0.1287	0.5267	0.7851	0.0009	0.0725	73.6	0.0116
	175	0.1375	0.6689	1.0363	0.0013	0.0627	112	0.0124
	250	0.1371	0.3762	1.3632	0.0018	0.0465	159	0.0124
	500	0.1889	0.5792	1.7621	0.0023	0.0639	234	0.0170
	750	0.3154	0.9588	3.0187	0.0039	0.1078	387	0.0285
Excavators Composite		0.1388	0.5482	1.0634	0.0013	0.0592	120	0.0125
Forklifts	50	0.0588	0.1749	0.1507	0.0002	0.0149	14.7	0.0053
	120	0.0545	0.2218	0.3262	0.0004	0.0312	31.2	0.0049
	175	0.0681	0.3304	0.5104	0.0006	0.0313	56.1	0.0061
	250	0.0622	0.1667	0.6508	0.0009	0.0207	77.1	0.0056
	500	0.0836	0.2280	0.8064	0.0011	0.0279	111	0.0075
Forklifts Composite		0.0635	0.2284	0.4742	0.0006	0.0257	54.4	0.0057
Generator Sets	15	0.0165	0.0712	0.1110	0.0002	0.0065	10.2	0.0015
	25	0.0287	0.0994	0.1670	0.0002	0.0102	17.6	0.0026
	50	0.1043	0.2826	0.3020	0.0004	0.0270	30.6	0.0094
	120	0.1305	0.5007	0.8616	0.0009	0.0684	77.9	0.0118
	175	0.1572	0.7442	1.3995	0.0018	0.0694	142	0.0142
	250	0.1483	0.4702	1.9373	0.0024	0.0558	213	0.0134
	500	0.2109	0.8134	2.7911	0.0033	0.0830	337	0.0190
	750	0.3517	1.3131	4.6299	0.0055	0.1360	544	0.0317
	9999	0.9398	3.3349	11.5379	0.0105	0.3364	1,049	0.0848
Generator Sets Composite		0.0898	0.3204	0.6121	0.0007	0.0376	61.0	0.0081
Graders	50	0.1290	0.3473	0.2920	0.0004	0.0304	27.5	0.0116
	120	0.1449	0.5405	0.8750	0.0009	0.0801	75.0	0.0131
	175	0.1647	0.7384	1.2722	0.0014	0.0745	124	0.0149
	250	0.1664	0.4709	1.6586	0.0019	0.0603	172	0.0150
	500	0.2045	0.7048	1.9645	0.0023	0.0737	229	0.0185
	750	0.4357	1.4881	4.2746	0.0049	0.1581	486	0.0393
Graders Composite		0.1626	0.6216	1.3404	0.0015	0.0707	133	0.0147
Off-Highway Tractors	120	0.2339	0.7351	1.3587	0.0011	0.1204	93.7	0.0211
	175	0.2229	0.8479	1.6869	0.0015	0.0975	130	0.0201
	250	0.1797	0.5115	1.6148	0.0015	0.0689	130	0.0162
	750	0.7101	3.3111	6.4854	0.0057	0.2682	568	0.0641
	1000	1.0705	5.1530	10.9774	0.0082	0.3811	814	0.0966
Off-Highway Tractors Composite		0.2267	0.8123	1.8919	0.0017	0.0926	151	0.0205
Off-Highway Trucks	175	0.1630	0.7608	1.1915	0.0014	0.0730	125	0.0147
	250	0.1550	0.4101	1.4773	0.0019	0.0515	187	0.0140
	500	0.2372	0.7058	2.1240	0.0027	0.0785	272	0.0214
	750	0.3873	1.1432	3.5575	0.0044	0.1295	442	0.0349
	1000	0.6108	1.9159	6.8506	0.0063	0.2074	825	0.0551
Off-Highway Trucks Composite		0.2355	0.6994	2.1941	0.0027	0.0792	260	0.0212
Other Construction Equipment	15	0.0118	0.0617	0.0737	0.0002	0.0029	10.1	0.0011
	25	0.0161	0.0544	0.1027	0.0002	0.0049	13.2	0.0015
	50	0.0935	0.2833	0.2745	0.0004	0.0245	28.0	0.0084
	120	0.1209	0.5367	0.8097	0.0009	0.0694	80.9	0.0109
	175	0.1086	0.5889	0.9253	0.0012	0.0515	107	0.0098
	500	0.1596	0.5683	1.8098	0.0025	0.0605	254	0.0144
Other Construction Equipment Composite		0.0984	0.3954	0.9321	0.0013	0.0404	123	0.0089
Other General Industrial Equipmen	15	0.0066	0.0391	0.0466	0.0001	0.0018	6.4	0.0006
	25	0.0185	0.0632	0.1172	0.0002	0.0047	15.3	0.0017
	50	0.1188	0.2972	0.2375	0.0003	0.0270	21.7	0.0107
	120	0.1371	0.4597	0.7774	0.0007	0.0755	62.0	0.0124
	175	0.1437	0.5788	1.0710	0.0011	0.0646	95.9	0.0130
	250	0.1307	0.3434	1.3989	0.0015	0.0458	136	0.0118
	500	0.2349	0.7297	2.4165	0.0026	0.0832	265	0.0212
	750	0.3901	1.2027	4.1009	0.0044	0.1394	437	0.0352
	1000	0.6008	2.0244	6.7928	0.0056	0.2087	560	0.0542
Other General Industrial Equipmen Composite		0.1737	0.5618	1.5591	0.0016	0.0686	152	0.0157
Other Material Handling Equipment	50	0.1648	0.4110	0.3302	0.0004	0.0375	30.3	0.0149
	120	0.1332	0.4476	0.7585	0.0007	0.0735	60.7	0.0120
	175	0.1814	0.7331	1.3603	0.0014	0.0818	122	0.0164
	250	0.1382	0.3659	1.4933	0.0016	0.0488	145	0.0125
	500	0.1674	0.5255	1.7416	0.0019	0.0597	192	0.0151

Table 3
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SO2	PM	CO2	CH4
	9999	0.7937	2.6766	8.9765	0.0073	0.2749	741	0.0718
Other Material Handling Equipment Composite		0.1666	0.5304	1.5148	0.0015	0.0665	141	0.0150
Pavers	25	0.0265	0.0827	0.1565	0.0002	0.0086	18.7	0.0024
	50	0.1538	0.3769	0.3073	0.0004	0.0342	28.0	0.0139
	120	0.1551	0.5163	0.9242	0.0008	0.0819	69.2	0.0140
	175	0.1955	0.7892	1.5256	0.0014	0.0869	128	0.0176
	250	0.2300	0.6675	2.1988	0.0022	0.0884	194	0.0208
	500	0.2498	1.0780	2.3832	0.0023	0.0952	233	0.0225
Pavers Composite		0.1684	0.5541	0.9421	0.0009	0.0679	77.9	0.0152
Paving Equipment	25	0.0154	0.0520	0.0981	0.0002	0.0046	12.8	0.0014
	50	0.1311	0.3200	0.2622	0.0003	0.0291	23.9	0.0118
	120	0.1215	0.4038	0.7249	0.0008	0.0642	54.5	0.0110
	175	0.1526	0.6157	1.1976	0.0011	0.0678	101	0.0138
	250	0.1425	0.4146	1.3779	0.0014	0.0548	122	0.0129
Paving Equipment Composite		0.1269	0.4416	0.8536	0.0008	0.0603	88.9	0.0114
Plate Compactors	15	0.0050	0.0263	0.0315	0.0001	0.0013	4.3	0.0005
Plate Compactors Composite		0.0050	0.0263	0.0315	0.0001	0.0013	4.3	0.0005
Pressure Washers	15	0.0079	0.0341	0.0532	0.0001	0.0031	4.9	0.0007
	25	0.0116	0.0403	0.0677	0.0001	0.0041	7.1	0.0011
	50	0.0383	0.1110	0.1364	0.0002	0.0109	14.3	0.0035
	120	0.0361	0.1472	0.2538	0.0003	0.0184	24.1	0.0033
Pressure Washers Composite		0.0186	0.0652	0.0956	0.0001	0.0067	9.4	0.0017
Pumps	15	0.0141	0.0518	0.0827	0.0001	0.0058	7.4	0.0013
	25	0.0413	0.1098	0.1845	0.0002	0.0125	19.5	0.0037
	50	0.1253	0.3338	0.3424	0.0004	0.0317	34.3	0.0113
	120	0.1350	0.5088	0.8751	0.0009	0.0714	77.9	0.0122
	175	0.1609	0.7461	1.4030	0.0016	0.0714	140	0.0145
	250	0.1463	0.4539	1.8649	0.0023	0.0550	201	0.0132
	500	0.2249	0.8612	2.8947	0.0034	0.0881	345	0.0203
	750	0.3829	1.4237	4.9177	0.0057	0.1479	571	0.0346
	9999	1.2391	4.4349	15.0785	0.0136	0.4418	1,355	0.1118
Pumps Composite		0.0877	0.3040	0.5285	0.0006	0.0375	49.6	0.0079
Rollers	15	0.0074	0.0386	0.0461	0.0001	0.0018	6.3	0.0007
	25	0.0162	0.0549	0.1037	0.0002	0.0049	13.3	0.0015
	50	0.1186	0.3080	0.2714	0.0003	0.0278	26.0	0.0107
	120	0.1128	0.4136	0.7005	0.0007	0.0612	59.0	0.0102
	175	0.1398	0.6243	1.1369	0.0012	0.0633	108	0.0128
	250	0.1441	0.4301	1.5140	0.0017	0.0549	153	0.0130
	500	0.1866	0.7240	1.9447	0.0022	0.0718	219	0.0168
Rollers Composite		0.1106	0.4157	0.7342	0.0008	0.0521	67.1	0.0100
Rough Terrain Forklifts	50	0.1452	0.4046	0.3504	0.0004	0.0354	33.9	0.0131
	120	0.1124	0.4404	0.6880	0.0007	0.0636	82.4	0.0101
	175	0.1541	0.7283	1.2033	0.0014	0.0711	125	0.0139
	250	0.1425	0.4036	1.5294	0.0019	0.0506	171	0.0129
	500	0.1978	0.6345	2.0183	0.0025	0.0708	257	0.0178
Rough Terrain Forklifts Composite		0.1181	0.4721	0.7494	0.0008	0.0638	70.3	0.0107
Rubber Tired Dozers	175	0.2302	0.8604	1.7086	0.0015	0.0998	129	0.0208
	250	0.2659	0.7432	2.3209	0.0021	0.1006	183	0.0240
	500	0.3461	1.6282	3.0411	0.0028	0.1289	265	0.0314
	750	0.5247	2.4391	4.6508	0.0040	0.1951	399	0.0473
	1000	0.8129	3.9143	8.1253	0.0060	0.2871	592	0.0733
Rubber Tired Dozers Composite		0.3244	1.3284	2.8346	0.0025	0.1212	239	0.0293
Rubber Tired Loaders	25	0.0205	0.0697	0.1302	0.0002	0.0058	16.9	0.0019
	50	0.1436	0.3878	0.3286	0.0004	0.0340	31.1	0.0130
	120	0.1124	0.4228	0.6818	0.0007	0.0623	58.9	0.0101
	175	0.1392	0.6305	1.0816	0.0012	0.0633	106	0.0126
	250	0.1408	0.4012	1.4208	0.0017	0.0511	149	0.0127
	500	0.2063	0.7168	2.0063	0.0023	0.0746	237	0.0186
	750	0.4255	1.4649	4.2274	0.0049	0.1550	486	0.0384
	1000	0.5801	2.0836	6.7240	0.0060	0.2029	594	0.0523
Rubber Tired Loaders Composite		0.1354	0.4959	1.0771	0.0012	0.0608	109	0.0122
Scrapers	120	0.2111	0.7087	1.2393	0.0011	0.1122	93.9	0.0190
	175	0.2280	0.9219	1.7346	0.0017	0.1009	148	0.0206
	250	0.2489	0.7019	2.3295	0.0024	0.0931	209	0.0225
	500	0.3488	1.4023	3.2148	0.0032	0.1286	321	0.0315
	750	0.6046	2.4131	5.6704	0.0056	0.2240	555	0.0546
Scrapers Composite		0.3055	1.1660	2.7336	0.0027	0.1172	262	0.0276

Table 3
Non-Road Equipment Exhaust Emission Factors
Calnev Expansion Project

Equipment	Maximum Operating Range (hp)	Emission Factor (lb/hr)						
		VOC	CO	NOX	SO2	PM	CO2	CH4
Signal Boards	15	0.0072	0.0377	0.0450	0.0001	0.0017	6.2	0.0006
	50	0.1387	0.3716	0.3629	0.0005	0.0345	36.2	0.0125
	120	0.1393	0.5327	0.8930	0.0009	0.0755	80.2	0.0126
	175	0.1789	0.8404	1.5271	0.0017	0.0811	155	0.0161
	250	0.1881	0.5757	2.3319	0.0029	0.0707	255	0.0170
Signal Boards Composite		0.0214	0.0946	0.1545	0.0002	0.0087	16.7	0.0019
Skid Steer Loaders	25	0.0229	0.0666	0.1219	0.0002	0.0073	13.8	0.0021
	50	0.0684	0.2411	0.2428	0.0003	0.0198	25.5	0.0062
	120	0.0542	0.2794	0.3835	0.0005	0.0325	42.8	0.0049
Skid Steer Loaders Composite		0.0609	0.2418	0.2800	0.0004	0.0230	30.3	0.0055
Surfacing Equipment	50	0.0551	0.1480	0.1430	0.0002	0.0135	14.1	0.0050
	120	0.1114	0.4291	0.7292	0.0007	0.0595	63.8	0.0101
	175	0.1009	0.4764	0.8677	0.0010	0.0453	85.8	0.0091
	250	0.1172	0.3696	1.2861	0.0015	0.0453	135	0.0106
	500	0.1738	0.7265	1.9125	0.0022	0.0680	221	0.0157
	750	0.2774	1.1362	3.0719	0.0035	0.1077	347	0.0250
Surfacing Equipment Composite		0.1453	0.5792	1.4651	0.0017	0.0558	166	0.0131
Sweepers/Scrubbers	15	0.0124	0.0729	0.0870	0.0002	0.0033	11.9	0.0011
	25	0.0238	0.0808	0.1510	0.0002	0.0067	19.6	0.0021
	50	0.1345	0.3714	0.3228	0.0004	0.0328	31.6	0.0121
	120	0.1362	0.5266	0.8095	0.0009	0.0782	75.0	0.0123
	175	0.1715	0.8026	1.3252	0.0016	0.0798	139	0.0155
	250	0.1271	0.3535	1.4297	0.0018	0.0445	162	0.0115
Sweepers/Scrubbers Composite		0.1411	0.5292	0.7939	0.0009	0.0637	78.5	0.0127
Tractors/Loaders/Backhoes	25	0.0205	0.0670	0.1281	0.0002	0.0066	15.9	0.0019
	50	0.1127	0.3422	0.3070	0.0004	0.0289	30.3	0.0102
	120	0.0833	0.3589	0.5288	0.0006	0.0478	51.7	0.0075
	175	0.1135	0.5873	0.8955	0.0011	0.0530	101	0.0102
	250	0.1336	0.3879	1.4091	0.0019	0.0467	172	0.0121
	500	0.2500	0.8065	2.4813	0.0039	0.0877	345	0.0226
	750	0.3785	1.2085	3.8514	0.0058	0.1341	517	0.0342
Tractors/Loaders/Backhoes Composite		0.0938	0.3874	0.6276	0.0008	0.0482	66.8	0.0085
Trenchers	15	0.0099	0.0517	0.0617	0.0001	0.0023	8.5	0.0009
	25	0.0399	0.1355	0.2532	0.0004	0.0112	32.9	0.0036
	50	0.1746	0.4270	0.3577	0.0004	0.0389	32.9	0.0158
	120	0.1430	0.4784	0.8672	0.0008	0.0746	64.9	0.0129
	175	0.2150	0.8764	1.7133	0.0016	0.0954	144	0.0194
	250	0.2622	0.7775	2.5293	0.0025	0.1025	223	0.0237
	500	0.3295	1.5125	3.2067	0.0031	0.1280	311	0.0297
	750	0.6256	2.8386	6.1534	0.0059	0.2427	587	0.0565
Trenchers Composite		0.1590	0.4826	0.7297	0.0007	0.0612	58.7	0.0143
Welders	15	0.0118	0.0433	0.0692	0.0001	0.0049	6.2	0.0011
	25	0.0239	0.0636	0.1069	0.0001	0.0073	11.3	0.0022
	50	0.1157	0.2949	0.2683	0.0003	0.0275	26.0	0.0104
	120	0.0760	0.2714	0.4654	0.0005	0.0412	39.5	0.0069
	175	0.1263	0.5496	1.0324	0.0011	0.0569	98.2	0.0114
	250	0.0973	0.2828	1.1575	0.0013	0.0361	119	0.0088
	500	0.1230	0.4387	1.4583	0.0016	0.0472	168	0.0111
Welders Composite		0.0758	0.2203	0.2818	0.0003	0.0258	25.6	0.0068

Source: SCAQMD emission factors file name "offroadEF_0725.xls" Year: 2011

Table 4
Emissions for Non-Road Equipment - Pipe Installation During Street Work Spread
Calnev Expansion Project

Equipment Type	Fuel Type	Equipment Engine Size (hp)	Total Daily Operation of All Units (hr/day)	Daily Emissions (lbs/day)					Emission Factor Reference	
				VOC	CO	NO_x	SO_2	PM	Equipment Type	Size
2 TON FLATBED W/10 TON CRANE	Diesel	350	0	0.0	0.0	0.0	0.000	0.0	Cranes	Max. hp 500
3 AXL FLATBED W/12+ TON CRANE	Diesel	350	4	0.7	2.5	6.6	0.007	0.3	Cranes	Max. hp 500
FORKLIFT, 8000+ LBS	Diesel	110	0	0.0	0.0	0.0	0.000	0.0	Forklifts	Max. hp 120
571G PIPELAYER-CAT	Diesel	310	0	0.0	0.0	0.0	0.000	0.0	Crawler Tractors	Max. hp 500
572G PIPELAYER-CAT	Diesel	200	8	1.6	4.4	14.6	0.015	0.6	Crawler Tractors	Max. hp 250
TRENCHING MACHINE	Diesel	180	0	0.0	0.0	0.0	0.0	0.0	Trenchers	Max. hp 250
315CL EXCAVATOR-CAT W/COMP. WHEEL	Diesel	115	0	0.0	0.0	0.0	0.000	0.0	Excavators	Max. hp 120
330BL EXCAVATOR-CAT	Diesel	204	0	0.0	0.0	0.0	0.000	0.0	Excavators	Max. hp 250
16-30 BENDING MACHINE-CRC	Diesel	100	0	0.0	0.0	0.0	0.000	0.0	Other Construction Equipment	Max. hp 120
420D BACKHOE-CAT	Diesel	93	0	0.0	0.0	0.0	0.000	0.0	Tractors/Loaders/Backhoes	Max. hp 120
430D BACKHOE-CAT	Diesel	102	6	0.5	2.2	3.2	0.004	0.3	Tractors/Loaders/Backhoes	Max. hp 120
OZZIE PADDER	Diesel	325	0	0.0	0.0	0.0	0.000	0.0	Other Construction Equipment	Max. hp 500
936E WHEEL LOADER 3YD-CAT	Diesel	140	0	0.0	0.0	0.0	0.000	0.0	Rubber Tired Loaders	Max. hp 175
950G WHEEL LOADER 4YD-CAT	Diesel	197	0	0.0	0.0	0.0	0.000	0.0	Rubber Tired Loaders	Max. hp 250
RT-630 CRANE-GROVE	Diesel	160	0	0.0	0.0	0.0	0.000	0.0	Cranes	Max. hp 175
RT-860B CRANE-GROVE	Diesel	190	4	0.5	1.3	4.6	0.005	0.2	Cranes	Max. hp 250
P/33/24 TRENCH COMPACTOR-RAMMEX	Diesel	18	0	0.0	0.0	0.0	0.000	0.0	Other Construction Equipment	Max. hp 25
P185 WD AIR COMPRESSOR-IR	Diesel	78	8	0.8	2.7	4.5	0.004	0.4	Air Compressors	Max. hp. 50
390 AIR COMPRESSOR-QUINCY	Diesel	37	4	0.4	1.1	0.9	0.001	0.1	Air Compressors	Max. hp. 50
1500 AIR COMPRESSOR-IR	Diesel	460	16	2.9	9.9	32.9	0.036	1.1	Air Compressors	Max. hp. 500
SA250 WELD MACHINE-LINCOLN	Diesel	40	24	2.8	7.1	6.4	0.008	0.7	Welders	Max. hp. 50
60KW GENERATOR-IR	Diesel	72	0	0.0	0.0	0.0	0.000	0.0	Generators	Max. hp. 120
G115KW GENERATOR-IR	Diesel	125	16	2.1	8.0	13.8	0.015	1.1	Generators	Max. hp. 120
G260KW GENERATOR-IR	Diesel	310	16	3.4	13.0	44.7	0.053	1.3	Generators	Max. hp. 500
3" PUMP MQ	Gas	4	0	0.0	0.0	0.0	0.000	0.0	Pumps	Max. hp 15
CD150M 6" PUMP-GODWIN	Diesel	90	0	0.0	0.0	0.0	0.000	0.0	Pumps	Max. hp 120
ASPHALT ZIPPER 480	Diesel	110	0	0.0	0.0	0.0	0.000	0.0	Pavers	Max. hp 120
8-HC SWEEPER-LAYMOR	Diesel	30	0	0.0	0.0	0.0	0.0	0.0	Sweepers	Max. hp 50
3-5 TON SMOOTH DRUM ROLLER	Diesel	43	0	0.0	0.0	0.0	0.0	0.0	Rollers	Max. hp 50
CONCRETE-AC.SAW	Diesel	5	0	0.0	0.0	0.0	0.0	0.0	Concrete Saws	Max. hp 25
TOTAL				**16**	**52**	**132**	**0.15**	**6.0**	**-**	**-**

Table 5
Fugitve Dust Emissions - Pipe Installation During Street Work Spread
Calnev Expansion Project

Construction Spread/Crew	Disturbance (acres)	Duration of Activity (months)	Emission Factor[a] (ton/acre/month)		Daily Emissions (lbs/day)	
			PM_{10}	$PM_{2.5}$	PM_{10}	$PM_{2.5}$
Street Work Spread During Pipe Installation[b]	0.7	5.6	0.110	0.0231	7.0	1.5

Notes:

a. See emission factor derivation table below.

b. Pipeline installation over a total surface area of a 50-ft wide corridor with a length of 600 ft.

Emission Factor Derivation Table

Parameter	Units[1]	PM_{10} (2)	$PM_{2.5}$ (3)
Uncontrolled Emission Factor	ton/acre/month	0.22	0.046
Controlled Emission Factor[4]	ton/acre/month	0.11	0.023

Notes:

1. Based on 22 days/month.
2. from UREMIS2007 User's Guide
3. assumes PM2.5 fraction is 21% of PM10 fraction.
4. Assume 50% dust control based on watering.

Appendix C - Part III
Emission Calculations for Operational Activities
Calnev Expansion Project

Table No.	Table Description
Table 1	Proposed Alternative - Direct and Indirect GHG Emissions - Operational Activities
Table 2	No Action Alternative - Operational Activities
Table 3	No Action Alternative - Emission Factors - Operational Activities
Table 4	No Action Alternative - Criteria Pollutant Emissions - Operational Activities
Table 5	No Action Alternative - GHG Emissions - Operational Activities

Table 1
Proposed Alternative - Direct and Indirect GHG Emissions - Operational Activities
Calnev Expansion Project

Electrical Consumption for Pump Station

Equipment Description	No. of Units	Power (kW)	Average Electrical Consumption (%)	Average Daily Operation (hrs/day)	Annual Working Days (days/year)	Annual Electric Consumption (kWh/yr)
Tank 138 Surge Pump Motor	1	150	88%	23	220	667,920
Tank 110/111 Surge Pump Motor	1	150	88%	23	80	242,880
Manifold Surge Pump Motor	1	150	88%	23	65	197,340
Shipping Pump 1 Motor	1	1,680	85%	23	365	11,988,060
Shipping Pump 2 Motor	1	525	85%	23	80	821,100
TOTAL						**13,917,300**

Circuit Brakers for Pump Station

Station	Project Component	No. of Units	SF6 Capacity (gal)	Total SF6 Capacity (gal)	Total SF6 Capacity (lb)
Pump Station Operations	Circuit Breakers	1	700	700	8057

Notes:

SF6 Density liquid at 70F =11.51 lb/gal. Source: SF6 Properties. CAS Registry No. 2551-62-4

GHG Emissions for Pump Station

Emission Type	Emission Source	Pollutant	Emission Factor[a]	Emission Factor Units	Annual Emissions		Global Warming Potential	Annual Emissions [as CO2-eq] (metric tons/yr)
					(lbs/yr)	(metric tons/yr)		
Indirect Operational Emissions	Electrical Consumption	CO2	0.724120	lb/kWh	10,077,795	4,571	1	4,571
		CH4	0.000030	lb/kWh	421	0.19	23	4.4
		Subtotal						**4,576**
Direct Operational Emissions	Circuit Breaker Leakage	SF6	0.50%	% per year	40	0.018	23,900	437

Notes:

a. U.S. Environmental Protection Agency (EPA). 2009. eGrid2007 Version 1.1 Year 2005 GHG Annual Output Emission Rates (California). Downloaded from www.epa.gov/egrid

Table 2
No Action Alternative - Operational Activities
Calnev Expansion Project

Travel Mode Unit	Engine Size (bhp)	Approximate One-Way Distance (miles)				Average Daily Trips (no./day)	Average Weekly Trips (no./wk)	Average Vehicle Miles Traveled (miles/day)				Average Travel Time of All Units (hr/day)			
		South Coast AQMD	Mojave Desert APCD	Nevada	TOTAL			South Coast AQMD	Mojave Desert APCD	Nevada	TOTAL	South Coast AQMD	Mojave Desert APCD	Nevada	TOTAL
Trucks	-	25	161	40	226	210	-	10,500	67,620	16,800	94,920	-	-	-	-
Trains[a]	13,200	25	161	40	226	-	4	50	322	80	452	1.25	8.1	2.0	11.3

Notes:

a. Assume three 4,400 hp engines needed that travel at an average speed of 40 miles per hour.

Table 3
No Action Alternative - Emission Factors - Operational Activities
Calnev Expansion Project

Emission Type	Pollutant	Truck Emission Factor[a,b] (lb/mile)	Train Emission Factor[c,d,e] (g/bhp-hr)
Combustion	CO	0.01022	1.28
	NOx	0.03092	5.0
	VOC	0.002528	0.26
	SO2	0.00004042	0.050
	PM10	0.001496	0.17
	PM2.5	0.001294	0.17
	CO2	4.2159	561
	CH4	0.0001165	-
Fugitive Road Dust	PM10	0.00205	-
	PM2.5	0.0000182	-
Total PM	PM10	0.00355	0.17
	PM2.5	0.00131	0.17

Notes:

a. Combustion emission factors from SCAQMD's Highest (Most Conservative) EMFAC2007 (version 2.3) Emission Factors for On-Road Heavy-Heavy-Duty Diesel Trucks. Spreasheet: "onroadEFHHDT07_26.xls". Year 2012

b. Emission factors based on Eq. 1 in AP-42 Section 13.2.1. Assumptions: silt loading of 0.06 g/m^2 and average vehicle weight of 4 tons.

c. CO, NOx, VOC, and PM emission factors from "Emission Factors for Locomotoves. EPA420-F-97-051.

d. SO2 emission factors based on sulfur content of 165 ppm and fuel use rate of 153 g/bhp-hr.

e. CO2 emission factor based on fuel use rate of 153 g/bhp-hr and multiplying factor of 3.67 (MW of CO2 / MW of C).

Table 4
No Action Alternative - Criteria Pollutant Emissions - Operational Activities
Calnev Expansion Project

Transport Mode	Pollutant	Average Daily Emissions (lb/day)				Annual Emissions (tons/yr)			
		South Coast AQMD	Mojave Desert AQMD	Clark County, Nevada	TOTAL	South Coast AQMD	Mojave Desert AQMD	Clark County, Nevada	TOTAL
Truck	CO	107	691	172	970	20	126	31	177
	NO_x	325	2,091	520	2,935	59	382	95	536
	VOC	27	171	42	240	4.8	31	7.7	44
	SO_2	0.42	2.73	0.68	3.8	0.08	0.50	0.12	0.7
	PM_{10}	16	101	25	142	2.9	18	4.6	26
	$PM_{2.5}$	14	87	22	123	2.5	16	4.0	22
Train	CO	47	300	74	421	4.8	31	7.7	44
	NO_x	182	1,171	291	1,644	19	122	30	171
	VOC	9.5	61	15	85	0.98	6.3	1.6	8.9
	SO_2	1.8	12	2.9	16	0.19	1.2	0.30	1.7
	PM_{10}	6.2	40	9.9	56	0.64	4.1	1.0	5.8
	$PM_{2.5}$	6.2	40	9.9	56	0.64	4.1	1.0	5.8

Table 5
No Action Alternative - GHG Emissions - Operational Activities
Calnev Expansion Project

Transport Mode	Pollutant	Average Daily Emissions (lb/day)				Annual Emissions (metric tons/yr)				Total CO2e Emissions (metric tons/yr)
		South Coast AQMD	Mojave Desert AQMD	Clark County Nevada	TOTAL	South Coast AQMD	Mojave Desert AQMD	Clark County Nevada	TOTAL	TOTAL
Truck	CO_2	44,267	285,080	70,827	400,174	7,329	47,199	11,726	66,254	66,254
	CH_4	1.22	7.9	1.96	11	0.20	1.30	0.32	1.83	42
	Total	-	-	-	-	-	-	-	-	**66,296**
Train	CO_2	20,407	131,419	32,651	184,477	1,925	12,399	3,081	17,405	17,405
	Total	-	-	-	-	-	-	-	-	**17,405**

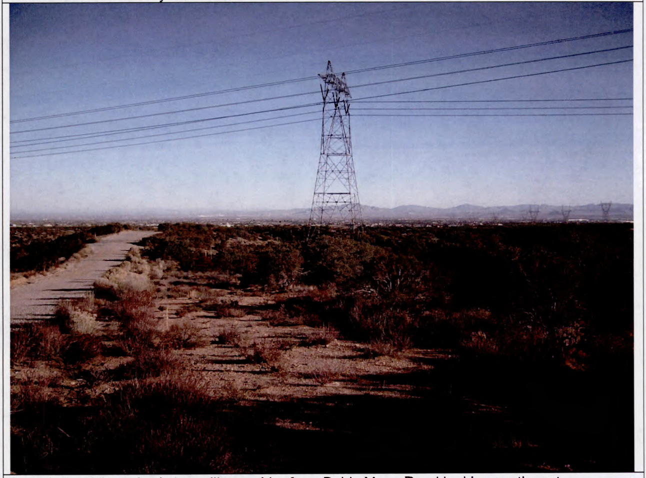
APPENDIX D

KOP AND CORRIDOR PHOTOS

Appendix D: Key Observation Points and Corridor Photos

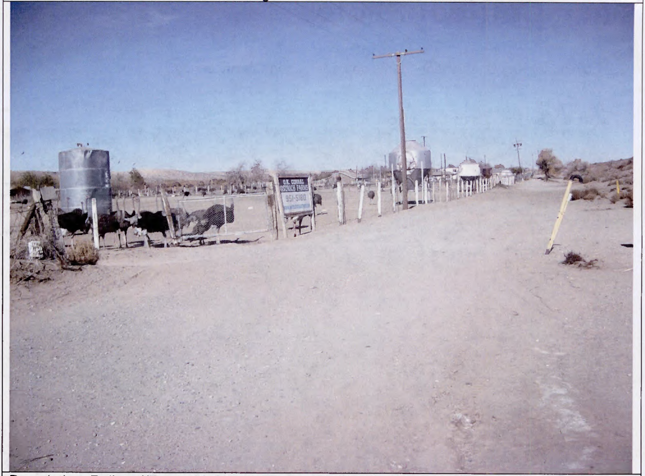
Photolog for Key Observation Points on Federal and County Lands

KOP 1: View from Baldy Mesa Road



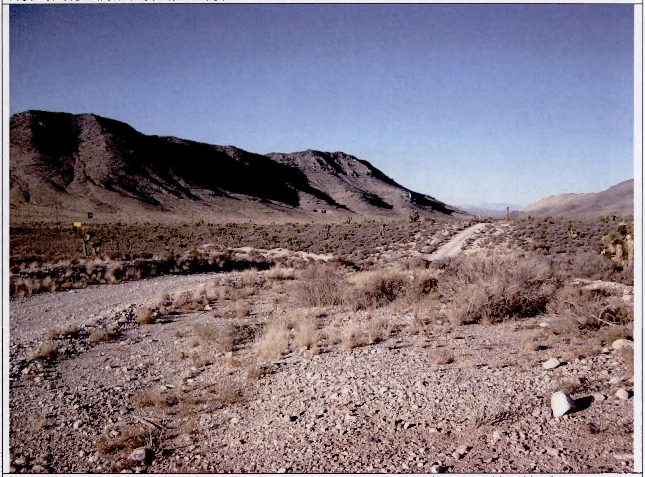
Description: View of existing utility corridor from Baldy Mesa Road looking southwest
Date: December 9, 2008
Time: 8:30 AM
Location (UTM): 0458547/3808131

KOP 2: Railroad and Route 66 Crossing near Ostrich Farm and Rural Residences



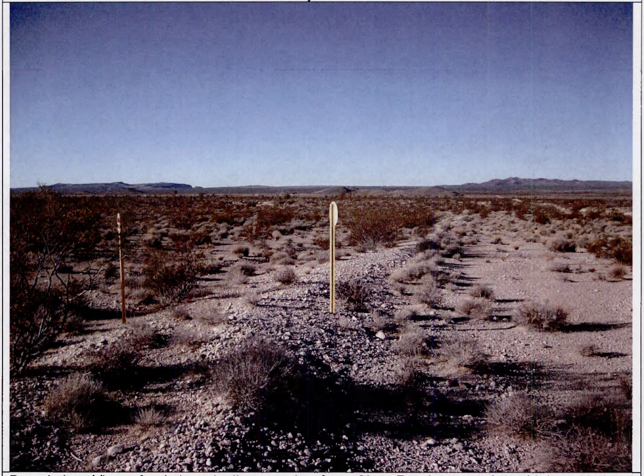
Description: Railroad/Route 66 Crossing near ostrich farm looking northeast
Date: December 9, 2008
Time: 10:45 AM
Location (UTM): 0468201/3833269

KOP 3: View from Mountain Pass



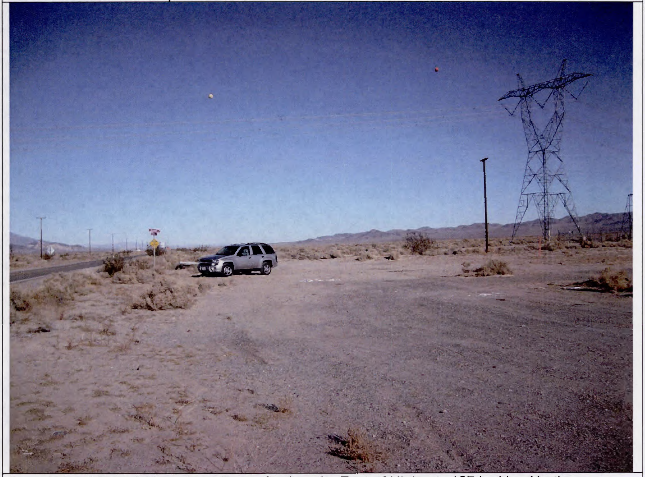
Description: View of the Mountain Pass region from Baily Road off I-15 looking Northwest
Date: December 10, 2008
Time: 8:00 AM
Location (UTM): 0631864/3926451

KOP 4: View from Cima Road North of the Mojave Preserve



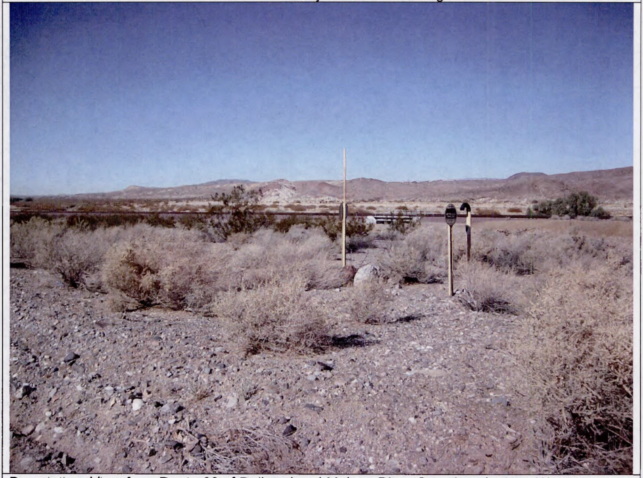
Description: View of existing pipeline scarring from Cima Road, north of the Mojave National Preserve looking Northeast
Date: December 10, 2008
Time: 8:30 AM
Location (UTM): 0619709/3926415

KOP 5: Silver Lane Pump Station Site



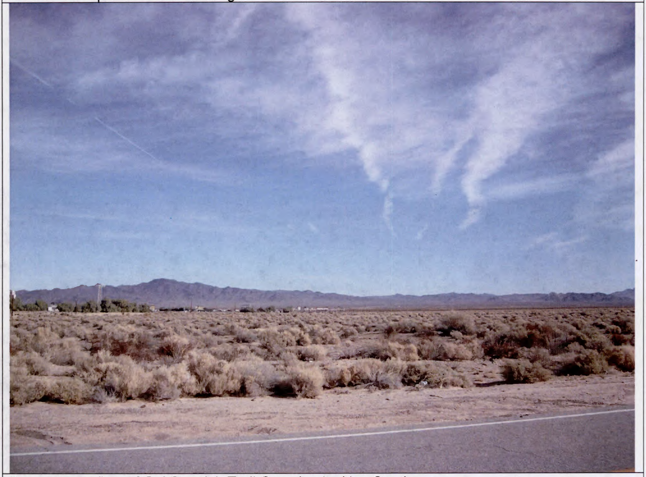
Description: View of Silver Lane Pump Station site East of Highway 127 looking North
Date: December 10, 2008
Time: 9:00 AM
Location (UTM): 0584101/3904284

KOP 6: View from Route 66 of Railroad and Mojave River Crossing



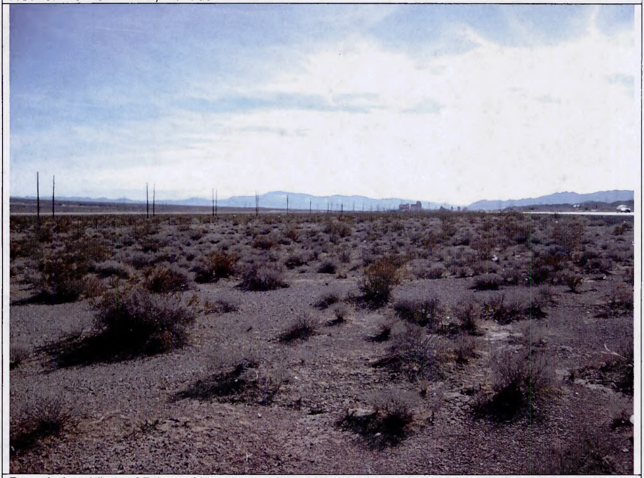
Description: View from Route 66 of Railroad and Mojave River Crossings looking West
Date: December 10, 2008
Time: 11:45 AM
Location (UTM): 057945/3858123

KOP 7: Old Spanish Trail Crossing



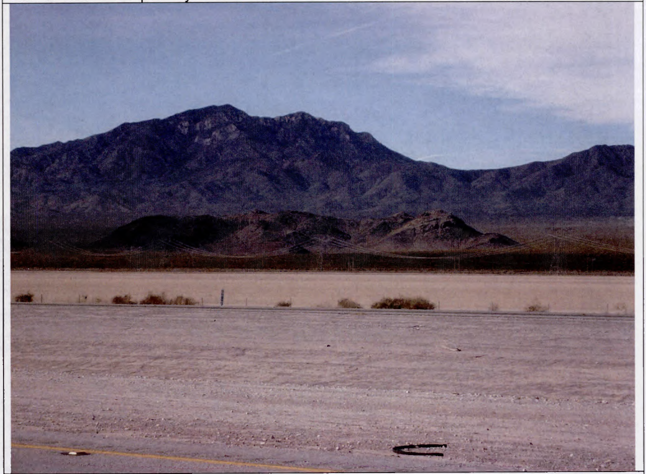
Description: View of Old Spanish Trail Crossing looking South
Date: December 12, 2008
Time: 9:30 AM
Location (UTM): 0583132/3901943

KOP 8: View of Primm, Nevada



Description: View of Primm, Nevada and Transmission Lines looking South/southwest
Date: December 12, 2008
Time: 12:45 PM
Location (UTM): 0646427/3945572

KOP 9: View of Ivanpah Dry Lake

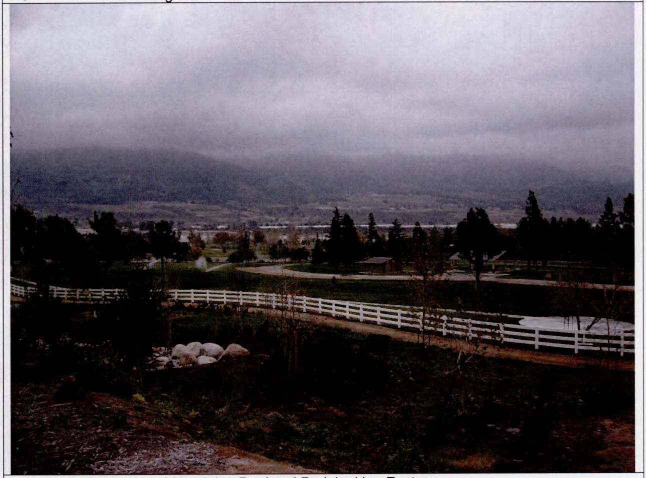


Description: View of Ivanpah Dry Lake and Transmission Lines looking South
Date: December 12, 2008
Time: 10:45 AM
Location (UTM): 0644861/3938938

KOP 10: Colton Terminal

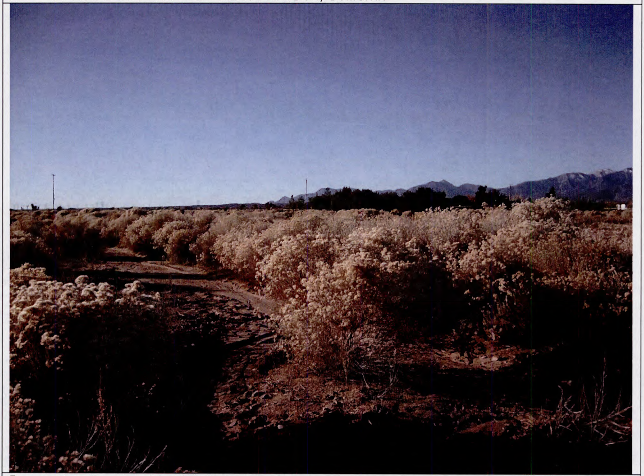
Description: View of Colton Terminal in at Riverside Avenue in Colton, California looking South
Date: December 8, 2008
Time: 2:50 PM
Location (UTM): 0465932/3769197

KOP 11: Glen Helen Regional Park



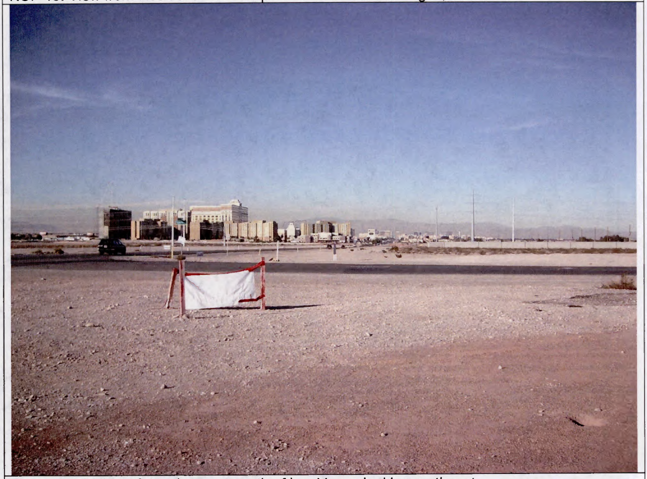
Description: View from Glen Helen Regional Park looking East
Date: December 8, 2008
Time: 4:00 PM
Location (UTM): 0469706/3779642

KOP 12: View from Rural Residences in Phelan, California



Description: Rural residential view from Phelan, California looking South
Date: December 9, 2008
Time: 8:00 AM
Location (UTM): 0458547/3808131

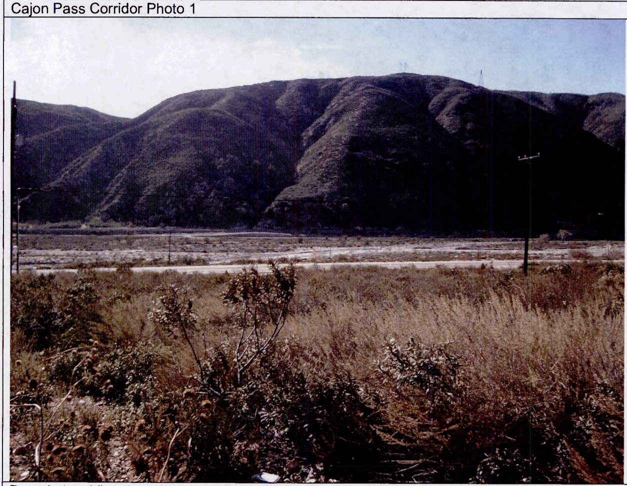
KOP 13: View from Residential Developments South of Las Vegas, Nevada



Description: View of development south of Las Vegas looking northeast
Date: December 12, 2008
Time: 2:30 PM
Location (UTM): 0664753/3985359

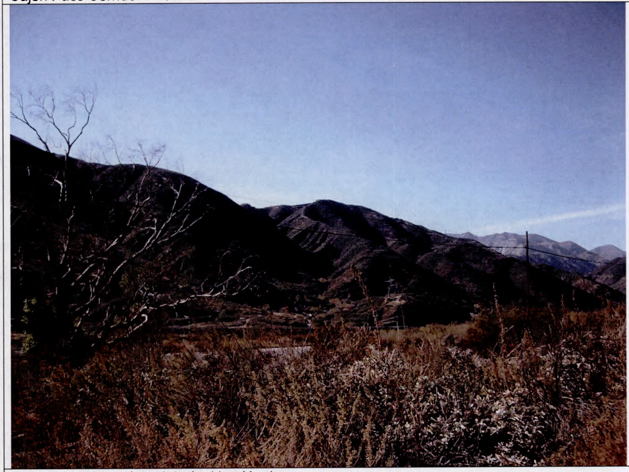
Photolog of Corridor Analysis Photos for San Bernardino National Forest

Cajon Pass Corridor Photo 1



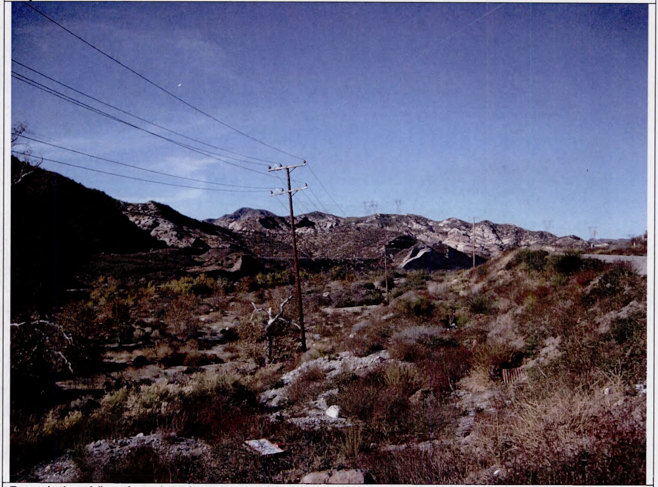
Description: View from I-15 looking northwest
Date: December 10, 2008
Time: 1:00 PM
Location (UTM): 0460736, 3788276

Cajon Pass Corridor Photo 2



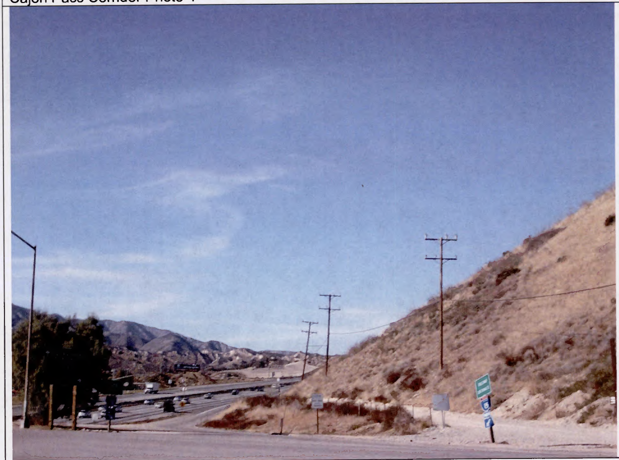
Description: View from I-15 looking North
Date: December 10, 2008
Time: 1:05 PM
Location (UTM): 0459814, 3789009

Cajon Pass Corridor Photo 3



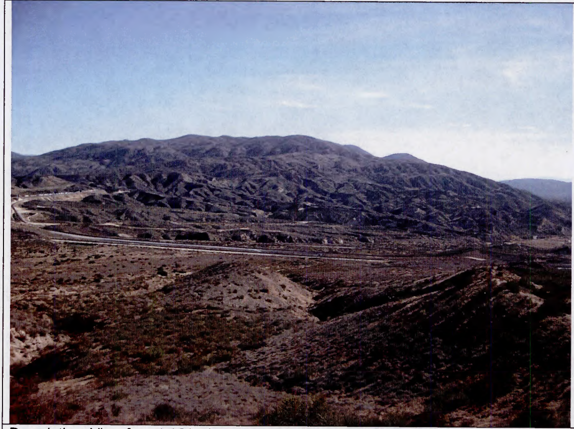
Description: View from I-15 looking North
Date: December 10, 2008
Time: 1:10 PM
Location (UTM): 0458485, 3792727

Cajon Pass Corridor Photo 4



Description: View from I-15 and Highway 138 Junction looking North
Date: December 10, 2008
Time: 1:30 PM
Location (UTM): 456500/ 3796815

Cajon Pass Corridor Photo 5



Description: View from I-15 looking East one Mile South of Old Mill Road Exit
Date: December 10, 2008
Time: 1:45 PM
Location (UTM): 455594/3799869

APPENDIX E

MITIGATION MEASURES

Mitigation Measures

Appendix E provides a list of all agency mitigation measures. Mitigation measures are organized by specific resource below.

3.2 Topography, Geology, and Geologic Hazards

- **MM GEO-1a: Complete geotechnical studies.** Completion of site-specific geotechnical studies approved by the BLM and San Bernardino County would ensure that active fault crossing are accurately characterized and that the pipeline is designed to site-specific conditions. The Applicant would be required to design and construct the pipeline and facilities in accordance with all applicable standards and regulations. Where the results of the site-specific geotechnical reports dictate that special requirements are necessary construct pipeline fault crossings according to best management practices such as limited depth of soil cover, select backfill, and increased wall thickness. In addition, site specific geotechnical studies would evaluate the differential settlement potential where the pipeline route traverses from unconsolidated sediments into bedrock units. Appropriate design measures would be implemented to reduce pipeline stress, if applicable, at these locations.

- **MM GEO-1b: Design pipeline for ground shaking.** Where the results of the site-specific geotechnical reports dictate that special requirements are necessary construct pipeline and associated facilities (e.g., pump stations) to withstand anticipated ground motion, including peak ground accelerations and spectral ground accelerations adjusted for site-specific conditions (e.g., underlying rock or sediment type).

- **MM GEO-1c: Shutoff valves.** Install automated shutoff valves outside the fault zone to reduce potential impacts associated with hazards from fault displacements.

- **MM GEO-1d: Follow design and operational procedures.** Meet all required design and operational procedures.

- **MM GEO-1e: Strengthen the buried pipeline.** Increase the capacity of the buried pipeline to withstand ground displacements through the use of loose granular trench backfill material, low-friction pipe coatings, geosynthetic lining of sloped trench walls, or similar acceptable technique.

- **MM GEO-1f: Maximize distance from deformation zone.** Increase the capacity of the buried pipeline to withstand ground displacement components by maximizing the distance from the deformation zone.

- **MM GEO-1g: Space around buried pipeline.** Provide sufficient space around the buried pipeline to reduce or eliminate potential soil loads from ground failure.

- **MM GEO-1h: Avoid soils susceptible to movement.** Where possible avoid installing pipeline and new roads where soil is susceptible to mass movement and/or steep slopes are present. Additional information regarding how MM GEO-1h would avoid or reduce impacts to soil resources is discussed in Section 3.3.4.

- **MM GEO-2: Implement Blasting Plan.** The Applicant would finalize and implement a Blasting Plan that provides typical blasting procedures and addresses, among other things, proximity to existing structures. The Applicant would work with landowners to compensate for any inadvertent damage to property. Additional information on how MM GEO-2 would avoid or reduce impacts associated with soils is discussed in Section 3.3.4.

3.3 Soils

- **MM SOIL-1a: Use of Erosion Control Devices and Topsoil Best Management Practices.** To minimize or avoid potential impacts from erosion, the Applicant would use Best Management Practices (BMPs) to control erosion as required by the BLM and the USFS Management Area Agreement with the State Water Resources Control Board to maintain compliance with the Clean Water Act. Temporary erosion controls, including slope breakers, interceptor diversions and sediment filter devices (e.g., hay bales and silt fences), would be installed prior to initial ground disturbance. As required, temporary trench breakers would be installed immediately following ditch excavation or mulching. Erosion control fabrics or netting may be used on critical slopes (greater than 5 percent). Soil and brush removed would be *windrowed*—piled in a manner that minimizes loss to wind erosion. The effectiveness of temporary erosion control devices would be monitored by Calnev Environmental Inspectors.

  BMPs for topsoil segregation would be followed to help ensure post-construction revegetation success. This means that topsoil removed from the Proposed Project area would be segregated from subsoil removed to prevent mixing.

  The Applicant would develop a site-specific erosion control plan for BLM and USFS lands that would include monitoring requirements, timelines, communication protocols and other BMP measures that would be followed until the disturbed area is deemed stable. Temporary erosion control structures would be maintained until the Proposed Project area is revegetated successfully or, in the case of the desert areas where revegetation is a process extending over a number of years, until the disturbed area is deemed stable. Following successful revegetation of construction areas, temporary erosion control devices would be removed. The effectiveness of revegetation and permanent erosion control devices would be monitored by the Calnev operating personnel during the long-term operation and maintenance of the pipeline system. Additionally, the Applicant would consult with the BLM, USFS, or other jurisdictional agency regarding existing restoration and dust control plans for the Proposed Project area. Such plans would be supported and implemented by the Applicant. Further information about erosion control and revegetation plans is provided in Chapter 2. The activities required under this mitigation measures will be incorporated into the Restoration Plan.

- **MM SOIL-1b: Storm Water Pollution Prevention Plan.** Increased soil erosion is of particular concern at waterbodies where it can result in increased sedimentation. A sedimentation control plan would be incorporated into the Storm Water Pollution Prevention Plan (SWPPP). Flash flooding would also be addressed in the SWPPP.

- **MM SOIL-1c: Blasting Plan.** Also included as MM GEO-2, a detailed Blasting Plan would be developed after final project design has been completed and further geotechnical studies have been conducted. The plan would outline measures to control dust and erosion as well as impacts to topsoil.

- **MM SOIL-1d: Suspend Heavy Equipment Use in Saturated Conditions.** Heavy equipment use will be suspended in conditions where saturated soils exceed a depth of 12 inches. Heavy equipment will not be used on dry lakebeds unless the lakebed surface is dry.

3.4 Energy and Minerals

NONE

3.5 Water Resources

- **MM WR-1a: Hazardous Material Storage and Usage.** To prevent the degradation of water quality due to contamination of surface or groundwater resources as a result of improper storage or usage of hazardous materials, the Applicant will adopt the procedures and adhere to the restrictions listed below:
  - Environmental inspectors shall place signs a minimum of 100 ft from the boundaries of all wetlands and waterbodies prior to construction. The construction contractor shall not be allowed to place a fuel or oil storage tank without first receiving approval from the environmental inspector that the tank site complies with the 100 foot setback requirement;
  - During construction, no fuel or storage tank shall be allowed to be relocated within or to a new construction yard by the contractor without first receiving approval from the environmental inspector that the tank site for complies with the 100-foot setback requirement;
  - Refueling and lubrication activities shall be conducted at least 100 feet away from a waterbody;
  - Fuel and storage tanks shall be placed only at contractor yards. No fuel and storage tanks shall be placed on the construction ROW;
  - Construction activities shall be conducted to allow for easy clean up of spills. Construction crews shall have sufficient tools, supplies, and absorbent and barrier materials to contain and recover spilled materials. Crews must be trained how to and must know cleanup and report spills;
  - Any fuel truck used for the Proposed Project shall carry an oil spill response kit and spill response equipment at all times;
  - No oil or hazardous material storage, staging, or transfer with the exception of refueling stations shall occur within 50 feet of any surface waterbody, surface drainage, storm drain drop inlet, densely populated area (i.e., contains 50,000 or more people and has a population density of at least 1,000 people per square mile), or is designated wildlife habitat. Hazardous materials shall be stored on pallets within

fenced and secured areas and protected from exposure to weather. As described above, refueling stations shall not be located within 100 ft of these areas;

- A drip pan or bib shall be placed underneath the nozzle during fueling. The fuel truck shall have cleanup equipment on board the vehicle (e.g., absorbents) and any fuel spilled during loading and unloading will be cleaned up immediately;
- Engine and equipment maintenance and equipment checks shall be performed regularly to avoid and detect leaks. Any vehicles with chronic or continuous leaks shall be removed from the construction site and repaired before being returned to operation. Any wastes generated during equipment maintenance shall be recovered and disposed of wastes in an appropriate manner;
- The minimal amount of pipeline field coating during installation shall be applied at weld locations;
- Pipe shut-off valves shall be installed on each side of waterbody crossings that are 100 ft or wider (49 Code of Federal Regulations [CFR] Part 195); and
- The Applicant or its contractor shall implement measures to prevent the release or accidental spillage of solid waste, garbage, construction debris, sanitary waste, industrial waste, radioactive substances, oil and other petroleum products, and other wastes into waterbodies or water sources.
- Adjacent and/or downstream landowners will be notified of any spills or discharges during construction and operation of the pipeline.

- **MM WR-1b: Management of Staging Areas.** The following spill prevention measures will be implemented by the Applicant or its contractor:
  - Fuels and lubricants shall be stored only at designated staging areas;
  - Contractors shall be required to perform all routine equipment maintenance at the staging area and recover and dispose of wastes in an appropriate manner;
  - Temporary liners and berms and/or dikes (secondary containment) shall be constructed around the above-ground bulk tanks, so that potential spill materials shall be contained and collected in specified areas isolated from any water bodies. Tanks shall not be placed in areas subject to periodic flooding or washout;
  - A sufficient supply of sorbent and barrier materials shall be maintained at the construction staging areas. Sorbent and barrier materials shall also be utilized to contain runoff from contaminated areas;
  - Shovels and drums shall be stored at each staging area. If small quantities of soil become contaminated, shovels shall be used to collect the soil and the material shall be stored in 55 gallon drums. Large quantities of contaminated soil may be bio-remediated on-site, subject to government approval, or collected utilizing heavy equipment, and stored in drums or other suitable containers prior to disposal. Should contamination occur adjacent to staging areas as a result of runoff, shovels and/or heavy equipment shall be utilized to collect the contaminated material. Contaminated soil shall be disposed of in accordance with state and federal regulations;
  - Temporary above-ground tanks shall be visually inspected monthly and when the tank is refilled. Inspection records shall be maintained. Operators shall periodically check tanks for leaks or spills;

  - Visible fuel leaks shall be reported to the Contractors' designated representative and corrected as soon as conditions warrant;
  - Drain valves on temporary tanks shall be locked to prevent accidental or unauthorized discharges from the tank;
  - Equipment maintenance shall be conducted in staging areas to the extent practical; and
  - Staging areas will be located outside of RCAs as defined by the five step process in the Forest Plan.

- **MM WR-1c: Blasting and Drilling.** To reduce impacts to water resources from blasting and drilling activities, the Applicant will adhere to the following:
  - A Blasting Plan will be developed during detailed design by the construction contractor. All blasting will be done under permit and in accordance with the California Division of Occupational Safety and Health and Nevada State blasting regulations. The plans will contain site specific blasting techniques and be available at least 90 days prior to construction; and
  - If contaminated soil or groundwater is encountered during blasting and drilling construction, the contaminated material will be contained and possibly treated onsite and then trucked offsite to an appropriate facility for proper disposal.
  - Springs located within 1000 feet of the pipeline construction ROW will be tested prior to construction, regardless of whether or not those springs are used for municipal water supply. The Applicant will request authorization from the landowner to test and document the baseline condition, yield, and water quality of springs meeting these criteria.

- **MM WR-2a: Hydrostatic Water Discharges.** To reduce the risk of violating water quality standards or degrading existing water quality due to the discharge water used for hydrostatic testing of the pipeline, the Applicant will perform the following tests and obtain the following permits:
  - Hydrostatic test water shall be analyzed before being discharged. Hydrostatic test water shall be discharged in accordance with all applicable Federal, state, and local environmental standards. Discharged water shall be required to meet the water quality standards imposed by the discharge permits for the permitted discharge locations;
  - NPDES General Construction and Industrial Stormwater Permits will be obtained from appropriate regulatory agencies; and
  - A Federal CWA §401 Water Quality Certification will be obtained from the Regional Board.

- **MM WR-2b: Reducing Sedimentation Discharges.** To reduce the risk of violating water quality standards or degrading existing water quality due to increased sedimentation, the Applicant will adhere to the following restrictions and adopt the following procedures:

  - Silt Fencing, hay bales and/or straw wattles will be used to protect streams or wetland areas, to minimize erosion, and to minimize sediment from entering waterbodies;
  - Water bars will be installed on slopes greater than five percent adjacent to waterbodies;
  - Construction contractor employee training will address protection of waterbodies from construction activities;
  - Mulch and restoration near waterbodies will focus on minimizing siltation and sedimentation in the waterbodies;
  - Erosion control training will be provided to construction and maintenance staff; and
  - A USFS Hydrologist will be consulted on the training of contractors for work being conducted on Forest Service lands.

- **MM WR-2c: Surface Water Crossings.** To reduce impacts to water resources at surface water crossings conducted through either open cut or HDD techniques, the Applicant will adhere to the following:
  - All in-channel construction and drainage crossings will require BMP monitoring and coordination with the landowner's hydrologist. The monitoring requirements are much more stringent for work being done when water is present in the various channels. To the extent practicable, work will be conducted when each system is dry.
  - The Applicant will consult with the landowner on BMPs necessary to prevent excess erosion in areas where HDD will be conducted, as installation of the horizontal bore will require significant surface disturbance.
  - The Forest Plan and supplements require that work within a defined Riparian Conservation Area (RCA) can only occur if the environment is left in a neutral condition or a condition that is closer to the desired condition.
    - Generally this is accomplished by making the RCA an equipment exclusion area except at approved crossings. The open cut option would likely put equipment in the RCA, and would thus not be the preferred method for installation of the pipe.
    - The drilling alternatives will be evaluated at each crossing to determine which of the techniques (open cut or HDD) and associated mitigations would offer the least resource damage.
  - Staging and storage areas will be located outside of RCAs, determined by the five step process defined by the Forest Plan.
  - The USFS Hydrologist will be the primary contact for review of mitigation measures for work on USFS lands, training of contractors on requirements for BMP monitoring, coordinating use of the RCA five step process, in-channel monitoring requirements, and groundwater monitoring.

  - The USFS District Office will be notified prior to commencement of repair or maintenance work on USFS land.

- **MM WR-3a: Hydrostatic Test Water Withdrawal.** A preliminary Hydrostatic Test Plan has been developed for the Proposed Project (URS Corporation 2011b). The plan identifies local water supply sources along the length of the route, maximum hydrostatic test pressures to be maintained to prevent overpressure failure, code and standard requirements for testing the pipeline, measures to clean and dry the line, discharge disposal procedures, and the general hydrostatic test procedures and schedule. The pipeline would be tested in segments and several discharge locations located throughout the Proposed Project area. Volumes needed for each test segment would be outlined so that it can be assured that water withdrawal rates would not exceed basin capacity.

- **MM WR-3b: Blasting**. A detailed Blasting Plan will be completed after final design of the Proposed Project has been completed and further geotechnical studies have been conducted. This plan would outline measures to reduce/eliminate impacts to groundwater supply and recharge.

- **MM WR-3c: Groundwater Monitoring**.

  - A Groundwater Monitoring Plan would be developed and implemented for areas where blasting and drilling will occur. This Plan will outline measures necessary to determine whether groundwater supplies have been altered by the Proposed Project. The plan shall address both supply and water quality contamination issues by providing monitoring measures that will be implemented during and immediately post-construction.
  - The USFS and BLM hydrologists would review and comment on this Plan prior to implementation where blasting and drilling may occur and potentially affect springs or other groundwater resources.

- **MM WR-4: Discharges and Restoration Actions.** To reduce impacts to floodplains or impacts to drainages that might increase the risk of flood by impeding existing flood flows, the Applicant will adhere to the following restrictions and meet the following requirements:

  - Velocity and sediment controls will be employed for construction water discharges;
  - The Applicant will minimize the time spent for in-stream construction work and will focus in-stream work during the dry season;
  - The amount of riparian vegetation clearing will be minimized; and
  - Restoration plans will account for trench settling and prescribe appropriate actions to handle. Original land surface contours will be restored during restoration activities.

- **MM WR-5: HDD under Riparian Area.** Should the Proposed Action be selected, or the Wagon Train HDD evaluated as part of Alternative 2 prove to be infeasible, then the Applicant will use the HDD construction method rather than the open trench construction method to reduce direct impacts in this area. The length of the HDD will be designed, to the extent feasible, to minimize or eliminate direct impacts to riparian vegetation in this area. The HDD design in this area will be submitted to the USFS for their review and comment prior to construction. Any impacts which cannot be avoided will be mitigated through restoration following construction.

- **MM WR-7: Floodplain Management**. At a minimum, 100-year flood event planning will be incorporated into the design criteria for the construction of the pipeline and associated infrastructure. During construction, a SWPPP will be implemented to ensure that runoff from Proposed Project components is substantially reduced and routed to the appropriate drainage systems.

3.6 Air Quality

- **MM AQ-1a: Construction Fugitive Dust Control Plan.** The Applicant shall prepare a Construction Fugitive Dust Control Plan that describes the fugitive dust control measures that would be implemented and monitored at all locations of Proposed Project construction. This plan shall comply with the mitigation measures described in the Fugitive Dust Control Rules enforced by MDAQMD (Rule 403.2), SCAQMD (Rule 403) and Clark County DAQEM (Section 93 of Clark County Air Quality Regulations), as well as the existing SIP available for PM_{10} and $PM_{2.5}$, and the BLM Fugitive Dust/PM_{10} Emissions Control Strategy for the Mojave Desert Planning Area. The plan shall be submitted to SCAQMD, MDAQMD, Clark County DAQEM, BLM, USFS, and San Bernardino County no less than 60 days prior to the start of construction. The plan shall be incorporated into all contracts and contract specifications for construction work. The plan shall outline the steps to be taken to minimize fugitive dust generated by construction activities by:
  - Describing each active operation that may result in the generation of fugitive dust;
  - Identifying all sources of fugitive dust, e.g., earth moving, storage piles, vehicular traffic;
  - Describing the control measures to be applied to each of the sources identified. The descriptions shall be sufficiently detailed to demonstrate that the best available control measures required by the air quality districts for linear projects are used; and
  - Providing the following control measures, in addition to or as listed in the applicable rules but not limited to:
    - Frequent watering or stabilization of excavation, spoils, access roads, storage piles, and other sources of fugitive dust (parking areas, staging areas, other) if construction activity cause persistent visible emissions of fugitive dust beyond the work area;
    - Use of street sweeping and trackout devices at all construction sites. Sweep streets daily (with water sweepers) if visible soil material is carried into adjacent public streets or wash trucks and equipment before entering public streets;
    - Apply chemical soil stabilizers or apply water to form and maintain a crust on inactive construction areas (disturbed lands that are unused for four consecutive days);
    - Cover stockpiles and suspend construction work when winds exceed 30 miles per hour;

- Pre-watering of soils prior to clearing and trenching;
- Pre-moisten, prior to transport, import and export dirt, sand, or loose materials;
- Installing temporary coverings on storage piles when not in use. Cover loads in haul trucks or maintain at least six inches of free-board when traveling on public roads;
- Dedicating water truck or high/capacity hose to any soil screening operations;
- Minimizing drop height of material through screening equipment;
- Reducing the amount of disturbed area where possible; and
- Planting vegetative ground cover in disturbed areas as soon as possible following construction activities.

The Construction Fugitive Dust Control Plan shall also identify nearby sensitive receptors, such as land uses that include children, the elderly, the acutely ill, and the chronically ill, and specify the means of minimizing impacts to these populations, e.g., by locating equipment and staging areas away from sensitive receptors.

The Applicant or its designated representative shall obtain prior approval from the SCAQMD, MDAQMD and Clark County DAQEM prior to any deviations from fugitive dust control measures specified in the Construction Fugitive Dust Control Plan. A justification statement used to explain the technical and safety reason(s) that preclude the use of required fugitive dust control measures shall be submitted to the appropriate agency for review.

- **MM AQ-1b: Low-Emission Construction Equipment.** All off-road diesel-powered construction equipment with a rating greater than 50 horsepower would be required to utilize engines compliant with EPA Tier 3 or higher non-road engine standards. In addition, all retrofitted construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 2 or Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

- **MM AQ-1c: Construction Emissions Reduction Plan.** The Applicant shall prepare a Construction Emissions Reduction Plan to be incorporated into all contracts and contract specifications for construction work. This plan shall specify all mitigation measures related to construction equipment emission standards/controls as contractual requirements. The plan shall also outline additional specific measures, as contractual requirements, to reduce or eliminate potential impacts associated with construction-related emissions of criteria air pollutants and toxic air contaminants. At a minimum, the plan shall include the following additional specific measures:

  - The low-emission construction equipment requirements outlined in MM AQ-1b;
  - As feasible, reduce emissions of particulate matter and other pollutants by using alternative clean fuel technology such as electric, hydrogen fuel cells, and propane-powered equipment or compressed natural gas-powered equipment with oxidation catalysts instead of gasoline- or diesel-powered engines;

  - Ensure that all construction equipment is properly tuned and maintained and shut off when not in direct use;
  - Prohibit engine tampering to increase horsepower;
  - Locate engines, motors, and equipment as far as possible from residential areas and at least 300 feet from sensitive receptors, such as schools, daycare centers, and hospitals;
  - Provide carpool shuttles and vans to transport construction workers to and from construction sites, thus eliminating some private vehicle trips;
  - Arrange for food catering trucks to visit each site of the Proposed Project twice a day;
  - Reduce construction-related trips of workers and equipment, including trucks;
  - Require that on-road vehicles be less than 10 years old; and
  - Encourage the construction contractors to apply for SCAQMD "SOON" funds. The "SOON" program accelerates clean up of off-road diesel vehicles, such as heavy duty construction equipment. Information on this program can be found at the following website: http://www.aqmd.gov/tao/Implementation/SOONProgram.htm

  Prior to finalization of the plan, the Applicant shall also consult with the SCAQMD, the MDAQMD and the Clark County DAQEM to identify other potential control measures not identified above. The Applicant or its designated representative shall submit this plan and related construction contract specifications to the agencies involved in the environmental review and permitting process for the Proposed Project, to the extent applicable under rules and regulations (BLM, EPA, SCAQMD, MDAQMD, Clark County DAQEM), prior to construction activities.

- **MM AQ-1d: Construction Equipment Documentation.** The Applicant shall prepare and maintain documentation that demonstrates implementation of the proposed emission reduction measures and required mitigation measures. The following documents and/or files shall be submitted to the agencies involved in the environmental review and permitting process for the Proposed Project:

  - Inventory of all equipment used during each construction activity. At a minimum, this inventory shall include an equipment description, equipment identification, identification of type of engine(s), and engine emission data; and
  - Documentation certifying that the actual emission rates for the engine(s) of each equipment used during construction comply with mitigation measures as required. This documentation shall include EPA or CARB certification of engine emissions, source testing results for specific engines, or an equivalent means of certifying emission rates of air criteria pollutants from this equipment.

3.7 Biological Resources

- **MM BIO-01: Staking and flagging.** The Proposed Project shall be clearly staked and flagged in advance of construction. The construction area includes approved work areas for access roads, staging and equipment storage.

- **MM BIO-02: Avoid Sensitive plant species.** The Applicant shall conduct surveys and avoid populations of sensitive plant species within the right-of-way to the extent possible. Prior to conducting construction and maintenance-related ground disturbance within the known range of the slender-horned spineflower, Santa Ana River Woollystar, and Nevin's Barberry, a qualified botanist will survey the area to determine if suitable habitat is present. If identified plants can be avoided, the special-status plants shall be clearly marked with flagging or fencing (silt, safety, etc). If avoidance is not possible, the Applicant shall mitigate for loss of sensitive plant species either on- or off-site at a ratio acceptable to the CDFG and BLM and the Federal Agency of jurisdiction on other Federal lands.
- **MM BIO-03: White-margined beardtongue mitigation.** Compensatory mitigation for direct, indirect, and cumulative impacts to the white-margined beardtongue population in the Ivanpah Valley would require a single payment of $75,000 be made by the Applicant to the Center for Plant Conservation in St. Louis, Missouri. These funds would be used by the Center for Plant Conservation as a sponsorship specifically for the white-margined beardtongue to support the conservation of genetic uniqueness of the population affected by the Proposed Project, and to contribute to the long-term conservation of this species.
- **MM-BIO-04: Specific Contents of Restoration Plan.** The Restoration Plan specified as "if required" in APMM BIO-09 is hereby required. The Plan shall be submitted to the appropriate agencies (BLM, FS USFWS, NDOW, County of San Bernardino) for review and approval. Qualified biologists shall collect the seeds of special-status plant species that face imminent destruction due to construction. These seeds shall be given to agency botanists for stockpiling, and be used during the reclamation and revegetation segment of the Proposed Project. The Plan shall also describe the plan for transplanting of succulent species, in accordance with BLM's Cactus and Yucca Removal Guidelines.
- **MM BIO-05: WEAP.** This WEAP shall be administered prior to setting foot on the right-of-way or any other project area, by a qualified biologist, Biological Monitor, or approved environmental trainer. Training shall primarily be administered in a location off of the ROW; however, Biological Monitors may provide in-field training in situations where this is necessary. A detailed log of all personnel having received WEAP training shall be maintained. This amends the Applicant's proposed minimization measure APMM BIO-14.
- **MM BIO-06: Biological Monitors.** The Applicant shall provide adequate Biological Monitors in all areas of the Proposed Project with the potential for special-status wildlife species presence. In active desert tortoise habitat, each crew shall have at least one dedicated Biological Monitor present. In areas with no desert tortoise habitat, fewer "roving" Biological Monitors may be adequate to monitor interactions with special-status species. At a minimum, all Biological Monitors working in desert tortoise habitat shall receive approval from the USFWS to monitor in desert tortoise habitat. A number of these Biological Monitors must be approved by the USFWS and the California Department of Fish and Game and the Nevada Department of Conservation and Natural Resources to be desert tortoise "handlers", for instances in which desert tortoises need to be moved from work areas or access roads, or if desert tortoises need to be translocated to new burrows. This amends the Applicant's proposed minimization measure APMM BIO-11.

- **MM BIO-07: Biological monitors and clearing of sites accessed by heavy equipment.** BLM Biological Monitors shall provide clearance when heavy equipment is driven or tracked to new areas of the Proposed Project or areas that have not been actively in construction. Clearing is achieved by driving ahead of (escorting) the equipment and surveying for desert tortoises that could be crushed. If a desert tortoise is found in a travel lane, travel shall be halted until the tortoise has either moved off of the road on its own, or if after 15 minutes, an approved desert tortoise biologist has moved it from the road.
- **MM BIO-08: Equipment and desert tortoises.** Whenever a vehicle or construction equipment is parked longer than 10 minutes within desert tortoise habitat, whether the engine is engaged or not, the ground around and underneath the vehicle shall be inspected for desert tortoises prior to moving the vehicle. If a desert tortoise is observed, an authorized biologist shall be contacted. If the tortoise does not move on its own within 15 minutes, the tortoise shall be removed and relocated by the authorized biologist prior to vehicle movement. This agency MM amends the Applicant's proposed minimization measures proposed in the Biological Assessment (URS Corporation 2010b).
- **MM BIO-09: Water pooling.** Water shall not be allowed to pool on the ROW, access roads, or any other area of the Proposed Project where the potential for desert tortoise presence exists. In particular, water storage tanks shall be monitored for leaks, and dust control trucks shall be monitored for pooling water.
- **MM BIO-10: Trash abatement.** The Applicant shall include in the trash abatement program a provision to require trash containers or bags be in or affixed to all Project vehicles. All trash, including food scraps and cigarette butts, shall be placed immediately into a raven-proof container on the ROW for weekly removal or be placed in a crew vehicle trash container that shall removed daily. Trash shall not be discarded onto the ROW or into the trench. This amends the Applicant's proposed minimization measure APMM BIO-17.
- **MM BIO-11: Delhi sands flower-loving fly construction timing**. If construction impacts are proposed between July 1 and September 20, then construction cannot proceed without written approval from BLM (for BLM public lands only) and USFWS. This amends the Applicant's proposed minimization measure APMM BIO-38.
- **MM BIO-12: Delhi sands flower-loving fly construction access**. All access to the to the three new power poles associate with the Colton Terminal will be limited to an approved road and that no ground disturbance other than for safe access and stringing activities would occur within Delhi sands flower-loving fly habitat. This amends the Applicant's proposed minimization measure APMM BIO-38.
- **MM BIO-13: Directional lighting for San Bernardino kangaroo rat**. Any use of directional lighting for nighttime construction within 1,000 feet of suitable/occupied San Bernardino kangaroo rat habitat or DCH would require BLM or USFS approval. This amends the Applicant's proposed minimization measure APMM BIO-40.
- **MM BIO-14: Directional lighting for Los Angeles pocket mouse.** Any use of directional lighting for nighttime construction within 1,000 feet of suitable/occupied Los Angeles pocket mouse habitat would require BLM or USFS approval. This amends the Applicant's proposed minimization measure APMM BIO-41.
- **MM BIO-15: Construction Area and Trench Management.** Temporary exclusion fencing in habitats occupied by specific species for which the exclusionary fencing is

desired (i.e. desert tortoise, arroyo toad, San Bernardino kangaroo rat, Los Angeles pocket mouse and Mojave ground squirrel) shall enclose the entire project area, not just the pipeline trench. To avoid impacts to wildlife during the timeframe between initial site disturbance and site restoration, the Applicant shall perform the following:

  - Manage stormwater runoff and erosion in accordance with their Stormwater Pollution Prevention Plan.
  - Keep access gates closed during non-work hours;
  - Have all trenches inspected by a BLM Resource Advisor for trapped wildlife prior to backfilling; and
  - Manage construction to minimize the duration that trenches are left open.

This amends the Applicant's proposed minimization measure APMM BIO-16.

- **MM BIO-16: Movement of Wildlife.** Any movement of wildlife identified in advance of construction would be limited to that necessary to move the individual out of harm's way. The movement would be conducted only by the Biological Monitor, in accordance with procedures defined in the Biological Opinion. This amends the Applicant's proposed minimization measure APMM BIO-20.
- **MM BIO-17: Pre-Construction Surveys for Arroyo Toad.** A qualified biologist will conduct pre-construction surveys for the arroyo toad within arroyo toad habitat prior to ground disturbance or vehicle movement in that area. Surveys will be conducted in accordance with procedures defined in the Biological Opinion.
- **MM BIO-18: Collapsing of Tortoise Burrows.** The reference to collapsing or blocking unoccupied tortoise burrows in APMM BIO-24 is hereby deleted. All burrows within the construction zone would be collapsed as necessary to allow for construction. However, no burrows outside of the construction zone would be collapsed unless necessary to remove a tortoise from harm's way.
- **MM BIO-19: Habitat Acquisition for Desert Tortoise.** To compensate for DETO habitat affected during construction, these effects would be offset through either an acceptable land acquisition or an assessed financial contribution, based on the final construction footprint. Mitigation for temporary impacts on DETO habitat would occur through an acreage-based mitigation formula as required by the various planning areas and jurisdictions within which the Project exists, including the West Mojave Planning Area, the Northeast Mojave Planning Area, and CDFG. The formula includes both payment of credits into a conservation fund, and land purchase. For federal lands in the West Mojave Plan area, payment would be made to a fund ($774/acre [adjusted annually]; 5:1 in Desert Wildlife Management Areas [DWMA] and 1:1 in non-DWMA); on private lands, CDFG will require land purchase. Within Nevada, a fee of $550/acre would be applied for impacts on private lands, and a fee of $774/acre would be applied for impacts on Federal lands. Additionally, a per acre surcharge will be applied to DETO habitat mitigation on Federal lands, and endowment/enhancement fees will be applied to non-Federal lands. The amount of mitigation required is subject to final design and concurrence with the agencies.
- **MM BIO-20: Raptor nest surveys.** The Applicant shall perform raptor nest surveys up to an agency-approved distance from the right-of-way edge, access roads, and all other Proposed Project features. All active, inactive, and potential raptor nests shall be

recorded, including nests that may be common raven nests. The actual width to be surveyed shall be based on agency (USFWS, BLM, NDOW, CDFG) requirements, but should be wide enough to encompass potential avoidance buffers that may be implemented during construction.

- **MM BIO-21: Raptor nests in buffer area.** If active raptor nests (including burrowing owls) are found outside Proposed Project area, but within prescribed avoidance buffers, particularly those that may be outside of line-of-site, the Applicant may request to continue construction in conjunction with a nest monitoring program. This entails having a qualified biologist monitor the nest during construction in order to determine if the raptor was exhibiting signs of disturbance that could lead to nest failure or decreased fecundity. Any sign of such disturbance would be cause to cease construction activities within the "no-occupation" buffer. The Applicant shall have the monitoring program approved by all jurisdictional agencies, likely on a case-by-case basis, before it is implemented.
- **MM BIO-22: Burrowing owl surveys.** The Applicant shall perform surveys by authorized protocol for burrowing owls on all portions of the Proposed Project where construction activities may occur, including the ROW, access roads, extra workspaces, staging areas, and pipe yards. Qualified surveyors shall use survey protocol approved by CDFG (California Burrowing Owl Consortium 1993), unless the jurisdictional agencies agree to the use of another protocol. Surveys will occur at the beginning of the breeding season and then in advance of construction work at a site.
- **MM-BIO-23: Vegetation Removal.** To mitigate construction impacts to MBTA species, the Applicant would perform vegetation removal prior to MBTA nesting season, implement seasonal buffers, and adhere to timing restrictions. Timing restrictions and buffers would be cooperatively determined by the agency (USFWS, BLM, NDOW, and CDFG). For areas where vegetation removal is not conducted prior to construction activities, nesting bird surveys would be conducted and buffers would be established to protect active nests from construction disturbance. A biological monitor would be responsible for establishing and enforcing the buffer restriction while the nest is active.
- **MM BIO-24: Least Bells Vireo Habitat and Nests**: Proposed pipeline construction and maintenance actions within or adjacent to LBVI habitat would avoid the breeding season for this species (approximately April-August), to the extent practicable. If any construction or maintenance requiring ground disturbance occurs during the breeding season, a qualified biologist shall survey the area and identify nest locations prior to the construction or maintenance action. Construction or non-emergency maintenance activities would be delayed if active LBVI nests are found within the construction area until these nests become inactive. Additionally, construction or maintenance activities would not occur within 300 ft of an active nest, unless a sound barrier is erected. Each of these measures would be conducted in coordination with biological monitoring, and the Biological Monitor would have the authority to stop construction activities if the Biological Monitor observed LBVI behavior that indicates distress because of construction noise/activity. Temporary impacts on breeding habitat would be mitigated through habitat restoration onsite. Habitat restoration for this Project is addressed in the Habitat Restoration Plan for the Calnev Expansion Project. This amends the Applicant's proposed minimization measure APMM BIO-46.
- **MM BIO-25: Southwestern Willow Flycatcher Habitat and Nests**: Proposed pipeline construction and maintenance actions within or adjacent to potential SWFL habitat would avoid the breeding season for this species (approximately April-August). If construction

or maintenance activities occur during the breeding season, a qualified biologist shall survey the area and identify nest locations prior to construction. Construction or non-emergency maintenance activities would be delayed if active SWFL nests are found within the construction area until the nests become inactive. Additionally, construction or maintenance activities shall not occur within 300 ft of an active nest, unless a sound barrier is erected. Each of these measures would be conducted in coordination with biological monitoring, and the Biological Monitor would have the authority to stop construction or maintenance activities if the Biological Monitor observes SWFL behavior that indicates distress because of construction noise/activity. Temporary impacts on suitable habitat along Cajon Wash would be mitigated through habitat restoration onsite. This amends the Applicant's proposed minimization measure APMM BIO-48.

- **MM-BIO-26: Coastal California Gnatcatcher Habitat and Nests.** Construction and maintenance activities in CAGN habitat would be avoided during the CAGN breeding season (approximately February 15 through August 31), to avoid take of active nests. If construction will occur during the CAGN breeding season, a qualified biologist shall survey the area within 500 ft of construction to identify active nests. If active nests are found within the ROW, construction activities shall not occur within 300 ft of an active nest, or a sound barrier would be erected in conjunction with biological monitoring to avoid take. Activities shall not exceed 60 decibels within 300 ft of any occupied nest. This amends the Applicant's proposed minimization measure APMM BIO-45.
- **MM BIO-27: Pre Construction Surveys.** Prior to any construction activity on the Alternative route, the Applicant would conduct biological surveys equivalent in scope to those conducted on the Proposed Project Route. The results of the surveys would be used to develop additional mitigation, if needed.

3.8 Cultural Resources

- **MM CULT-1a: Avoidance.** The Applicant would avoid cultural resources during construction of the Project by reducing the construction ROW or rerouting the pipeline within the ROW to avoid the resource. Project redesign would avoid impacts on cultural resources in areas where Project construction come in direct contact with a cultural resource. If the Project cannot be routed to avoid the resource, the Applicant would reduce the construction ROW to avoid impacts on cultural resources. Avoidance is the BLM's preferred measure to mitigate impacts on cultural resources. MM CULT-1a would reduce or eliminate impacts on cultural resources resulting from construction of the Project. If the Applicant cannot implement MM CULT-1a due to engineering constraints, then the Applicant would implement MM CULT-1c through CULT-1g.
- **MM CULT-1b: Designation of Environmentally Sensitive Areas (ESAs).** The Applicant would establish ESAs for all locations of cultural resources crossed by the Project. Cultural resources ESAs would be established so that significant cultural resources are buffered by 50 feet. Protective fencing would be erected around the perimeter of the resource to protect the resource from terrestrial deterioration resulting from increased foot traffic from construction workers and to protect the resource from vandalism or looting. Visual markers would be placed at appropriate intervals within fifty feet of the resource to alert construction crews of the presence of the resource (to be placed and removed daily during work hours; and on-site ESA information briefings for each new worker on the site. MM CULT-1b would reduce or eliminate impacts on

cultural resources. If the Applicant requires use of the full 100 foot construction ROW due to engineering constraints, than the Applicant would implement MM CULT-1c through CULT-1f to reduce impacts on cultural resources.

- **MM CULT- 1c: Data Recovery.** In instances where the Applicant cannot avoid impacts to archaeological properties that contain significant information values by implementing MM CULT-1a through CULT-1b, the Applicant would implement a data recovery program as provided in the Memorandum of Agreement or Programmatic Agreement developed in consultation pursuant to Section 106 of the NHPA. Data recovery guidance would be stipulated in the Historical Properties Treatment Plan (HPTP) and would occur in coordination with the land owner. Data recovery efforts would be commensurate with the type of resource and the extent of the impact to the resource. At a minimum, data recovery would include a thorough excavation and analysis of the resource and would always be supported by thorough documentation, including field notes, appropriate archaeological recordation forms appropriate to the state and/or jurisdiction of the action, photography, site sketching, and accurate location information recording supported by the use of geographic positioning system unit. Data recovery plans would be prepared and approved by the land owner prior to construction activities. On BLM land, data recovery for archaeological properties would be consistent with the Secretary of the Interior's Standards and Guidelines for Archaeological Documentation (48 FR 44734-37). The data recovery program would conform with the guidance of the Advisory Council on Historic Preservation's Treatment of Archaeological Properties and, for historic buildings and structures, the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation (48 FR 44730-34). A data recovery report would be required for all data recovery actions. MM CULT-1c would reduce impacts on cultural resources.

- **MM CULT-1d: Historic Properties Treatment Plan (HPTP).** Where historic properties are within the APE, the Applicant would implement a HPTP prior to construction activities. The HPTP would include requirements, protocol, standards, and contact information pertaining to the treatment of historic properties, including prehistoric resources and significant resources in the built environment. The HPTP would ensure all treatment applied to historic resources is compliant with NHPA §106, CEQA, and all other applicable federal, state, and local requirements. The HPTP would follow the guidelines stipulated in the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings or the Secretary of the Interior's Standards for Rehabilitation and Guidelines for Rehabilitating Historic Buildings (1995). Compliance with the Standards is generally considered as mitigated to a level of less than a significant impact on the historical resource. MM CULT-1d would reduce impacts on cultural resources to less than significant levels.

- **MM CULT-1e: Supplemental Survey.** Areas that have not been inventoried for cultural resources and are included in the project will be surveyed prior to any ground disturbance. Results of these investigations will be provided to the appropriate agencies. If historic properties or historical resources are identified and cannot be avoided (MM CULT-1a and MM CULT-1b), MM CULT-1d will be implemented, along with MM CULT-1c, if the resource(s) is archaeological. MM CULT-1e would reduce impacts on cultural resources.

- **MM CULT-1f: Monitoring.** The Applicant would retain a qualified archaeologist to conduct full-time monitoring of all areas of the Project specified in the HPTP. The archaeological monitor would have a working knowledge of the Project area and would be competent to identify the range of cultural resources known to exist in the vicinity of the Project. The monitor would be afforded the responsibility to temporarily stop construction activities to inspect areas where ground disturbance has potentially revealed cultural resources. The monitor would also be afforded the responsibility to stop all construction activities in the event an unanticipated cultural resource is located. The Applicant would suspend construction activities until the archaeologist has inspected the discovery and determined any required or recommended treatment for the resource(s). MM CULT-1f would reduce impacts on cultural resources.
- **MM CULT-1g: Unanticipated Discoveries Plan.** Prior to any construction activity, the Applicant's archaeologist would implement an unanticipated discovery plan that would describe, in detail, the actions to be taken in the event unanticipated cultural resources, including human remains, are identified in the course of construction activities. This plan would require compliance with all governing laws and would follow the stipulations outlines in NAGPRA. MM CULT-1g would reduce impacts to cultural resources.

3.9 Paleontological Resources

- **MM PALEO-1a: Applicant Retention of Qualified Project Paleontologist.** Prior to construction, the Applicant would retain a qualified paleontologist (Project Paleontologist) to supervise monitoring of construction excavations for the Proposed Project. The paleontologist would be permitted through the USFS permitting process. The Project Paleontologist would have authority to temporarily divert grading away from exposed fossils in order to recover fossil specimens. The Applicant would be required to obtain all necessary permits for land access and specimen collection for paleontological investigations prior to and during construction.
- **MM PALEO-1b: Paleontological Mitigation and Monitoring Plan.** The Project Paleontologist would prepare a Paleontological Mitigation and Monitoring Plan (PMMP) to ensure paleontological resources would not be adversely affected and that would reduce impacts on paleontological resources to less than significant levels. Field surveys have already been completed, and relevant information obtained during the surveys would be incorporated into the Plan. The PMMP would include a review of pertinent paleontologic and geologic literature; a check of pertinent locality records; and summaries of the field surveys conducted along the Proposed Project corridor (including all facilities, staging areas, and access roads); and would confirm determinations of paleontologic sensitivity along the route. Additional field surveys, if unsurveyed areas are identified, would include the inspection of exposed rock units and microscopic examination. The PMMP would also address the treatment of paleontologic resources discovered during construction. Specific guidelines for paleontological resource monitoring would be included in the PMMP.
- **MM PALEO-1c: Paleontological Awareness Training for Project Crews.** The Applicant would require that all construction staff would participate in a paleontological resources orientation workshop that would provide general training and procedures to be implemented in the event fossil remains are encountered by ground-disturbing activities.

Workshop curriculum would be determined by a qualified paleontologist. Paleontological awareness training protocol would be detailed in the PMMP.

- **MM PALEO-1d: Construction Monitoring.** Ground-disturbing activities in rock units having high paleontologic sensitivity (PFYC designations 3, 4, 5) would be monitored on a part-time or full-time basis by a qualified paleontological construction monitor, with experience in the region, retained by the Applicant and overseen by the Applicant's Project Paleontologist. Full-time monitoring would occur in previously undisturbed sediments subject to earth-moving activities. Once monitoring of the earth-moving activities is completed for a segment and trench walls have been inspected, no more monitoring is required for that segment. All monitoring would be performed with required permits applicable to the respective jurisdiction of the Proposed Project and paleontological monitoring areas. Monitoring procedures would be detailed in the PMMP.

- **MM PALEO-1e: Identification and curation of specimens.** Paleontological specimens identified and collected during construction would be reposited in the Division of Geological Sciences, SBCM. The Applicant would obtain a written repository agreement with the SBCM prior to Proposed Project commencement. Mitigation of adverse impacts to significant paleontologic resources would be considered incomplete until all collected specimens have been accessioned into the SBCM's collection. Procedures for the retention of specimen provenance information, specimen identification, and specimen curation would be detailed in the PMMP.

- **MM PALEO-1f: Preparation of Monthly Monitoring Progress Reports.** The Project Paleontologist would document monthly interim results of all paleontological actions and submit these documents to the BLM, USFS, County of San Bernardino, and the Division of Geological Sciences, SBCM and, if applicable, the Nevada State Museum, Las Vegas, within ten business days following the end of the report month.

- **MM PALEO-1g: Analysis of Paleontological Resources and Preparation of a Final Paleontological Resource Recovery Report (PRRR).** The Project Paleontologist would prepare a final PRRR following Proposed Project construction and supply copies to the BLM, USFS, the County of San Bernardino, the SBCM, and, if applicable, the Nevada State Museum, Las Vegas, within 90 calendar days following completion of Proposed Project construction. The PRRR would include documentation of any and all significant paleontological resources in the Project Area of Potential Effect (APE), summarize construction monitoring, and present the results of the PMMP. The report would be prepared in accordance with the Lead Agencies, the Applicant, SVP guidelines, and all other applicable requirements. Content required for production of the PRRR would be detailed in the PMMP.

- **MM PALEO-2a: Monitoring.** Ground-disturbing activities in rock units where significant fossils could be present would be monitored by a paleontological construction monitor. Monitoring activities are dependent upon the circumstances of the earth-moving activity and the specific nature and circumstances of the unit or units being impacted. Monitoring would be conducted by a qualified Project Paleontologist with experience in the region. All monitoring would be performed with required permits applicable to the respective jurisdiction of the Proposed Project and paleontological monitoring areas. Monitoring procedures would be detailed in the PMMP.

- **MM PALEO-2b: Paleontological Resources Testing and Recovery.** Construction activities would be temporarily stopped in the event of an unanticipated paleontological discovery in the course of subsurface disturbance. In the event a Project Paleontologist is not on site at the time of the discovery, the Applicant would notify all concerned parties (including the District Ranger if on National Forest Service land) and the Project Paleontologist. To expedite salvage of a paleontological resource, the Project Paleontologist would have the authority to request the assistance of Proposed Project resources (e.g., heavy machinery or construction staff) to remove the resource and relocate it to a designated stockpile area. Construction would resume at the discovery location after the Project Paleontologist has authorized Proposed Project activities to resume. The Project Paleontologist would identify and curate recovered paleontological specimens in accordance with the PMMP.

3.10 Land Use

- **MM LU-3a: Restore Property.** The Applicant would immediately replace landscaping following construction activities; repair driveways; fences or other property damaged, and restore the property to its previous condition.
- **MM LU-3b: Secure Trench Area.** In locations where pipeline construction is not within roadways, the applicant would install safety fencing around construction areas or would backfill or cover open trenches at the end of each workday within 500 feet of residences.
- **MM LU-3c: Maintain Access**. The Applicant would work with individual residents to maintain access to properties.

3.11 Special Management Areas

- **MM SMA-2: Comply with Protection Measures for ACECs and DWMAs.** For project activities in each ACEC and DWMA, the Applicant will obtain and comply with specific resource protection guidelines established for that area.

3.12 Aesthetics and Visual Resources

- **MM VIS-1a: Reclamation Plan.** The Applicant shall develop a detailed Reclamation Plan for all land disturbed by construction of the Proposed Project including temporary access roads. The Applicant shall restore the original contour of the land, revegetate with seed and plant types approved by jurisdictional agencies, and employ special construction methods, as agreed upon by jurisdictional agencies or landowners, including visually screening the ROW.
- **MM VIS-1b: Install barriers.** The Applicant shall consult with jurisdictional agencies to appropriately install barriers where a cleared ROW may increase access such as with OHV use. Barriers may include locked gates, berms, rock piles, or any other method agreed upon by the jurisdictional agency. The installation of barriers would create additional impacts to visual resources; however, the impacts of barriers would be highly

localized and would increase the success of revegetation efforts along the entirety of the route. The location of and necessity for barriers would be left to the discretion of the landowner or jurisdictional agency.

- **MM VIS-1c: Minimize contrast at Silver Lake Pump Station**. Due to the effect to visual resources, the Applicant shall take measures to minimize contrast introduced by the construction of the Silver Lake Pump Station, including painting facilities to blend with surrounding environment, surrounding the pump station with a wall, and screening facilities with vegetation as agreed upon by the landowner or jurisdictional agency.
- **MM VIS-5: Control lighting.** To minimize visual effects of aboveground facilities, the Applicant shall control pump station lighting by shielding and downcasting lights. The Applicant shall submit a lighting plan for review by the County of San Bernardino to ensure that all lighting is in compliance with the Night Sky Protection Ordinance.

3.13 Noise

- **MM NOI-1a: Noise Mitigation Plan.** Noise impacts from construction shall be mitigated in accordance with a Mitigation Plan to minimize effects on individuals, sensitive areas, fauna, and livestock. During permitting, the Applicant shall develop site-specific noise mitigation plans to comply with local regulations and shall seek any applicable authorizations or variances. Noise mitigation plans shall be provided to the construction contractors for implementation and shall be enforced by construction inspectors using portable sound level meters to monitor noise levels.

  The Applicant shall also ensure that construction equipment would be operated on an as-needed basis and shall be maintained according to manufacturer specifications to minimize noise impacts. Haul trucks and other engine-powered equipment shall be equipped with mufflers that meet all applicable regulations. Haul trucks shall be operated in accordance with posted speed limits. The use of truck engine compression brakes shall be limited to emergencies.

- **MM NOI-1b: Notification Prior to Construction.** Construction activities would occur within 500 feet of residential and commercial areas located primarily in the communities of Bloomington, Rialto, Devore, Keenbrook, Cajon, Adelanto, La Delta, Barstow, Yermo, and Harvard and the City of Las Vegas. To ensure that these areas are not affected by noise and vibration levels, the Applicant would give advance notice to landowners prior to construction, limit the hours during which construction activities are conducted, and ensure that construction proceeds quickly through such areas. In the event that the contractor expects noise levels to exceed regulated noise standards (based on the types of construction equipment or procedures), notice would be given to the Applicant so that immediate additional noise mitigation measures could be instituted.

  The Site-Specific Blasting Plans shall include procedures for notification prior blasting.

- **MM NOI-1c: Noise Complaint Documentation and Resolution.** Throughout the construction phase, the Applicant shall document, investigate, evaluate, and attempt to resolve all project-related noise complaints. The Applicant shall set up a communication line or procedures to enable individuals to contact the company in the event that construction noise levels affect them. In such circumstances, the Applicant shall conduct noise assessments to ensure that the noise attributable to construction does not exceed 55 dBA L_{eq}. In the event that construction noise cannot meet regulated levels, the Applicant shall develop an acceptable alternative construction work plan.

- **MM NOI-2. Noise Mitigation and Monitoring Plan.** If the noise attributable to the operation of any pump station exceeds 55 dBA L_{dn} at any NSA, the Applicant shall implement a Noise Mitigation and Monitoring plan to ensure that regulatory levels are not exceeded. Mitigation measures specified in this Plan shall include equipment enclosures. As such, the Applicant would minimize noise impacts to ensure that project-related operations would not result in a significant effect on the ambient sound level.

3.14 Recreation

- **MM REC-1a: Limit Construction Workspace in Recreation Areas.** Construction activities would temporarily disrupt recreational activities on the following designated recreation areas: Stoddard Valley OHV Area, Ivanpah Dry Lake, and Jean Lake/Roach Lake Special Recreation Management Area. The Applicant shall reduce impacts to these recreation areas by confining construction activities to a reduced 75 foot construction ROW in designated recreation areas. Additionally, no staging areas or additional workspaces shall be permitted on or adjacent to these recreation resources.

- **MM REC-1b: Construction Scheduling.** Construction activities in recreational areas will be scheduled at least 4 weeks in advance with the appropriate BLM office or County, and additional measures or scheduling parameters may apply to minimize or avoid conflicts with scheduled recreational activities.

- **MM REC-1c: Restoration of Ivanpah Dry Lake.** The Proposed Project would temporarily disrupt recreational activities at Ivanpah Dry Lake. After construction of the Proposed Project, the Applicant shall restore the surface of Ivanpah Dry Lake to its pre-construction condition. Because the dry lake is used for sailing/kite bugging, the restoration of the resource shall include laser leveling the surface of the dry lake to ensure that pre-construction contours are restored. The Applicant shall conduct similar restoration efforts one year after construction to ensure that pre-construction contours are maintained.

- **MM REC-1d: Restoration of Jean Lake/Roach Lake Special Recreation Management Area.** The Proposed Project would temporarily disrupt recreational activities at Jean Lake/Roach Lake Special Recreation Management Area. After construction of the Proposed Project, the Applicant shall restore the surface of Jean Lake/Roach Lake Special Recreation Management Area to its pre-construction condition. Because the dry lake is used for recreational activities, the restoration of the resource shall include leveling the surface of the dry lake to ensure that pre-construction contours are restored. The Applicant shall conduct similar restoration efforts one year after construction to ensure that pre-construction contours are maintained.

- **MM REC-1e: Reduction of Fugitive Dust.** Construction activities associated with the Proposed Project would generate fugitive dust. To limit the spread of fugitive dust within designated recreation areas, the Applicant shall increase the use of watering trucks within these areas. A complete analysis of air quality impacts from fugitive dust generation and additional measures to reduce its spread outside of recreation areas can be found in Section 3.6, Air Quality.

- **MM REC-1f: Reroute Existing Trails to Maintain Access.** Construction activities associated with the Proposed Project would disrupt access to Sorrel Trail. During construction of the Proposed Project, the Applicant shall temporarily reroute impacted roads that are crossed by the Proposed Project (Tables 3.14-1 and 3.14-2) to areas that are not under construction. The Applicant shall post signage at all access points to notify recreational users of construction activities and schedules, and safely detour recreational users away from construction activities.

- **MM REC-1g: Maintain Access to Recreation Areas.** Construction activities associated with the Proposed Project would temporarily disrupt access to these recreation areas. The Applicant shall prepare temporary alternative access points for the County recreation areas during Proposed Project construction. The Applicant shall post signs in and around these areas one month in advance of Proposed Project construction to notify users of the Proposed Project schedule and to direct them to new temporary access points. These signs shall be maintained by the Applicant throughout the construction phase of the Proposed Project. After construction activities cease, the Applicant shall remove all signage and restore the temporary access points to their pre-construction condition. If an alternate access point to a recreation area cannot be created, the Applicant shall maintain access by constructing temporary bridges where the construction ROW crosses access roads. Traffic monitors shall ensure that recreational users are alerted of construction activities and cross the construction area safely. After construction of the Proposed Project, the Applicant shall remove the temporary bridges and restore the area to its pre-construction condition.

- **MM REC-1h: Restoration of Road and Trail Crossings.** After construction activities, the Applicant shall restore all road and trail crossings to their pre-construction condition under the direction of the land owner or land manager. Applicant shall also restore all areas used as detours to their pre-construction condition to the satisfaction of the landowner. See Section 3.16, Transportation and Traffic.

- **MM REC-1i: Restrict Construction Dates at Pacific Crest Trail.** Construction of the portion of the Proposed Project crossing at the Pacific Crest Trail (PCT) would not occur during high season, which is from April 1 to June 30.

- **MM REC-2a: Deter OHV Use During Reclamation Activities.** Construction activities associated with the Proposed Project would create a 50-foot wide corridor outside of the existing designated route network that would take some time to revegetate. To deter OHV users from using the ROW corridor as an illegal OHV route during revegetation activities, resulting in degradation to environmental resources, including recreational values, the Applicant shall install impediments to OHV traffic where the Proposed Project provides unauthorized access that crosses designated OHV routes. The Applicant shall work with the BLM, USFS, and private landowners to limit other ROW access points to illegal routes. Methods to deter OHV use at these access points shall include, but are not limited to, placing large rocks and slash on the ROW to blend in with natural vegetation; installation of erosion control measures; and/or installing blockades or earthen berms. A monitoring plan would be developed to determine these measures' effectiveness.

- **MM REC-2b: Deter OHV Use After Reclamation Activities.** The Applicant shall include in the reclamation plan measures such as gates and fences at the request of the landowner or land manager to deter unauthorized access from major roads or routes to and use of the permanent 10-foot ROW access road, unless the roads are located in OHV Open Areas.

3.15 Socioeconomics

NONE

3.16 Transportation and Traffic

- **MM TRAN-1: Traffic Management Plan.** The Applicant shall develop and implement detailed Traffic Management Plan for locations along the route where local agencies (e.g., traffic engineering, public works, etc.) identify construction activities that would adversely impact the existing transportation system. Where requested by public agencies, the use of flaggers, warning signs, lights, barricades, cones, etc. would be implemented according to standard guidelines required by the affected jurisdiction. The Applicant will ensure that the following measures are addressed in The Traffic Management Plan:
    - — The Applicant will ensure that truck traffic is scheduled for off-peak hours to reduce impacts to public roads during periods of peak traffic periods
    - — The Applicant will clearly identify truck routes to be used for ingress and egress form the proposed Project site
    - — Where lane closures are required, the Applicant will comply with BMPs established by the Work Area Protection and Traffic Control Manual (California Joint Utility Traffic Control Committee 1996);
    - — The Traffic Management Plan will identify traffic control measures, such as flag men, that will be implemented to ensure the safe operation of construction equipment accessing the site
    - — The Traffic Management Plan will include a section that describes measures to encourage employees to carpool in order to reduce the number of trips to and from the work site

- The Applicant will ensure that signs and public notices about work are distributed one week before disruptions occur, identifying detours to maintain access, the use of flagmen or escort vehicles to control and direct traffic flow, and scheduling roadway work during periods of minimum traffic flow. In urbanized areas, notices will be posted along the construction ROW as required by local agencies (e.g., traffic engineering, public works, etc.) that show the duration of construction activities within each roadway (e.g., which lane(s) would be blocked, at what times of day, and on what dates) at least one week in advance of construction.
- The Applicant will coordinate with emergency service when drafting the Traffic Management Plan to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services will be notified at least three days in advance by the Applicant of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. At locations where access to nearby property is blocked, provisions would be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes.
- The Traffic Management Plan will detail the requirements of local agencies (e.g., traffic engineering, public works, etc.) regarding lane closures. The Applicant shall restrict lane closures or obstructions on arterial and collector roadways to off-peak period in urbanized areas to mitigate traffic congestion and delays that would be caused by lane closures during construction. Such closures will be directed by the affected public jurisdiction depending on specific site conditions.
- When working in or near existing roads and open routes, the Applicant will ensure that the construction contractor maintains all equipment within work areas designated by the traffic control devices. The Applicant will also ensure that the construction contractor properly loads equipment onto appropriate trucks and trailers for transport to other work sites; the contractor(s) will not be allowed to use active roadways to relocate construction equipment that are not licensed for use on public roads.
- The Applicant will coordinate in advance with public transit agencies to avoid disruption to transit operations. Public transit agencies that operate bus routes on the roadways potentially affected by the proposed construction activities will be informed in advance of the proposed Project and the potential impacts at bus stop locations. Alternate pickup/drop-off locations will be determined and signed appropriately.
- The Applicant will notify Federal Interagency Communications Commission (FICC) for SBCO to coordinate access to remote areas, and ensure that proper emergency response personnel are aware of the project.
- The Applicant will provide alternative pedestrian/bicycle access routes to avoid obstruction to pedestrian/bicycle circulation on routes as required by local agencies. Where existing pedestrian circulation routes or bike trails would be obstructed by construction of the proposed Project, alternative access routes would be developed and signed/marked appropriately, in conjunction with local agencies.
- The Applicant will coordinate rail operations compatibility issues with the rail operators. The Applicant and contractors will plan and implement activities within the railroad ROW with appropriate railroad personnel. Access to the railroad tracks will

be maintained at all times, and access to all rail passenger stations will be maintained during operating hours.

  - The Applicant will coordinate with emergency service providers in advance of construction to avoid restricting movements of emergency vehicles. Police departments, fire departments, ambulance services, and paramedic services would be notified at least three days in advance by the Applicant of the proposed locations, nature, timing, and duration of any construction activities and advised of any access restrictions that could impact their effectiveness. In urban areas, the Applicant will consult with local emergency responders to establish a mutually agreeable amount of open trench. Limiting the amount of open trench will reduce detours, and ensure emergency access routes are maintained. At locations where access to nearby property is blocked, provisions would be ready at all times to accommodate emergency vehicles, such as plating over excavations, short detours, and alternate routes.
  - Prior to finalizing construction plans, the Applicant will work with each jurisdiction to identify land uses along the ROW with access concerns. The Applicant will develop construction schedule that to provide reasonable access to businesses, institutions, or residential areas. This may include scheduling construction to avoid certain holidays, hours, or days of the week and/or avoiding peak traffic times adjacent to residential areas. If construction activities result in closing the primary access to these areas, the Applicant will make alternative access provisions (signed/marked appropriately). In addition, the Applicant will ensure that at least one access driveway is left unblocked during business hours or hours of use. Where construction activities interfere with access to local businesses and/or residents, property owners would be notified of the potential obstructions.

- **MM TRAN-3: Restoration of Roads.** Public Roads damaged by construction activities shall be restored to their pre-construction condition as required by applicable local agency or federal requirement.

- **MM-C-TRANS-1: I-15 Use Limits.** MM-C-TRANS-1 will require the applicant to limit the use of I-15 on Fridays from noon to 10 p.m. and on Sunday afternoons and evenings. This will require using alternative routes or planning sufficiently such that vehicular use of I-15 would be limited to fewer than 15 vehicles every 15 minutes, resulting in a minor, short-term cumulative impact. Implementation of this mitigation measure would reduce the Proposed Project's incremental contribution to less than significant or minor.

3.17 Public Safety

- **MM HAZ-2a: Hazardous Materials Business Emergency/Contingency Plan.** The Applicant, or its contractor, would prepare and implement a Hazardous Materials Business Emergency/Contingency Plan (HMBE/CP) that would include hazardous waste management procedures and emergency response procedures, including emergency spill cleanup supplies and equipment. This plan would be valid during Project construction and operation.

- **MM HAZ-2b: Spill Prevention and Response Plans.** Spill Prevention Control and Countermeasures (SPCC) plans would be located at all Calnev terminals and outline maintenance measures and guidelines for preventing releases. Additionally, Proposed Project operations personnel would be trained in the Incident Command System and oil spill containment and cleanup procedures as defined by the Oil Spill Response Plan (OSRP). The OSRP has already been approved by appropriate federal, state, and local agencies (including Department of Fish and Game, Office of Spill Prevention and Response). The OSRP is required under California state and federal regulations (SB 2040 and 40 CFR 300, the Hazardous Substances Pollution Contingency Plan).

- **MM HAZ-2c: Avoid placement of pipeline with 1,500 feet of school proposed in Renaissance Plan.** The proposed pipeline route will not be placed within 1,500 feet of the school proposed in the Rialto Airport Redevelopment Project, the Renaissance Plan.

- **MM HAZ-3a: Additional Investigation of Known Contaminated Sites in the Pipeline ROW.** The Applicant would conduct a more detailed investigation of the known contaminated sites (Appendix B and the Calico mill waste site between MP 88 and MP 89) in the ROW. Further information should be gathered about these sites to determine whether the depth of the known contamination could be exposed within six feet of the ground surface, the depth of construction activities. The investigations should include additional reviews of available information from agencies and local authorities but should also include sampling, if the ROW would pass through a known or suspected contaminated site.

- **MM HAZ-3b: Contaminated Soil/Groundwater Contingency Plan.** The Applicant would develop and implement a plan to address the potential for unearthing or exposing previously unidentified buried hazardous materials or contamination or shallow contaminated groundwater during construction activities, likely within six feet of the surface. The plan would detail the steps that the Applicant or its contractor would take to prevent the migration of contaminated soils or other materials offsite, the methods that would be used to limit potential exposure to workers or the public, and the remedial actions that would be undertaken. Site-specific plans should be developed for the areas where there is a high probability of encountering shallow contaminated soil or groundwater within six feet of the ground surface, the depth of construction (Appendix B).

- **MM HAZ-3c: Contaminated Site Surveys.** In areas where the alignments diverge from existing ROWs, the Applicant or its contractor would conduct additional surveys (desktop reviews and/or sampling) to identify potential areas of soil and/or groundwater contamination. If contaminated sites are identified, the Applicant or its contractor would implement its Contaminated Soil/Groundwater Contingency Plan (see MM HAZ-3a).

- **MM HAZ-5a: Fire Prevention Measures.** The following fire prevention measures would be implemented by the Applicant or its contractor:

    - Maintain of a list of all relevant fire-fighting authorities for each work site.
    - Post the daily forest fire hazard at a location that is visible to all workers and make them aware of the potential implications during the daily safety briefing.
    - Have available equipment to extinguish fires and or construction of a fire break, including but not limited to: water trucks, portable water pumps, chemical fire extinguishers, shovels, axes, chain saws, etc. and heavy equipment.

  - Have and maintain an adequate supply of fire extinguishers for welding and brushing crews.
  - Use its resources required to contain any fire that occurs and notify local emergency response personnel.
  - Remove any flammable wastes generated during construction regularly.
  - Store all flammable materials used at the construction site away from ignition sources and in approved containers.
  - Allow smoking only in designated smoking areas.
  - Prohibit smoking where flammable products are present and when the fire hazard is high.

- **MM HAZ-5b: Blasting Fire Prevention Measures.** The Applicant, or its contractor, would patrol the blast area after the appropriate waiting period for any indication of fire or a fire hazard, focusing on those vegetated areas within and outside of the ROW. Any remaining shock tubes would be disposed of properly.